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RAILWAY DEPARTMENT

GOVERNMENT OF INDIA

RAILWAY BOARD

Railways in India

Administration Report for the year

1918-19

VOLUME II

(APPENDICES)

00134510

SIMLA
GOVERNMENT CENTRAL PRESS
1919

Digitized with financial assistance from

Government of Maharashtra

on 01 February, 2020

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(*c*) Reprints or abstracts of reports received by the Government of India on subjects connected with Railways.

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APPENDIX 1.

Mileage opened during the financial year ended the 31st March 1919.

Name of railway.	Gauge.	Section opened. From	Section opened. To	Mileage opened. Single line (Route mileage).	Mileage opened. Second, third, etc., lines, as the case may be.	Mileage opened. Total track (excluding sidings).	Date of first opening.	Remarks.
1	2	3	4	5	6	7	8	9
I—STATE LINES WORKED BY THE STATE.								
North Western ...	5′ 6″	Nushki ...	Dalbandin ...	115·00	...	115·00	1-2-17	
II—STATE LINES WORKED BY COMPANIES.								
East Indian	5′ 6″	New line at Dhanbad ...	Sitarampur.	1·26	(a) 1·26	2·52	3-1-19	
			Katrasgarh and beyond.	...	(a) 9·78	9·78	1-10-18	
				2·35	...	2·35	1-11-18	
				3·61	11·04	14·65		
Great Indian Peninsula ...	,,	Dhotra ...	Kharangna ...	...	(a) 10·12	10·12	30-8-18	(a) 2nd track.
		Tadali ..	Ghugus ...	8·71	...	8·71	15-11-18	
		Ajin	Nagpur ...	...	(a) 1·71	1·71	19-12-18	
				8·71	11·83	20·54		
Total 5′ 6″ ...	...	.. ...	.....	12·32	22·87	35·19		
Alnavar-Dandeli (Provincial)	3′ 3¼″	Alnavar ...	Dandeli ...	19·46	...	19·46	1-2-19	
Burma	,,	Togyaunggale ...	Dawbong ...	6·52	...	6·52	25-3-19	
Tirhoot	,,	Baijnathpur ...	Dauram Madhepura	8·06	...	8·06	4-10-18	
		Barari ...	Barari Ghat ...	6·74	...	6·74	1-12-18	
Total 3′ 3¼″ ...	...	.....	.....	40·78	...	40·78		
Total II ...	...	.....	.....	53·10	22·87	75·97		
III(A)—BRANCH LINE COMPANIES' RAILWAYS UNDER GUARANTEE TERMS, WORKED BY THE BRANCH LINE COMPANIES.								
Arakan Light	2′ 6″	Buthidaung ...	Kanyinchaung ...	18·25	...	18·25	15-2-19	
IV(B)—BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE TERMS WORKED BY THE MAIN LINE.								
Khulna-Bagerhat ...	2′ 6″	Rupsa East ...	Bagerhat ...	19·75	...	19·75	10-6-18	
Pachora-Jamner ...	,,	Pachora ...	Shendurni ...	17·59	...	17·59	1-4-18	
		Shendurni ...	Pahur ...	7·03	...	7·03	21-10-18	
		Pahur...	Jamner ...	10·00	...	10·00	24-3-19	
				34·62	...	34·62		
Total IV(B) ...	...	.....	.....	54·37	...	54·37		
V—BRANCH LINE COMPANIES' RAILWAYS UNDER GUARANTEE AND REBATE TERMS.								
Mymensingh-Bhairab Bazar	3′ 3¼″	Shamganj ...	Jaria Jhanjail ...	13·07	...	13·07	1-5-18	
VI—COMPANIES' LINES SUBSIDIZED BY THE GOVERNMENT OF INDIA.								
Bengal Docars Extension ...	3′ 3¼″	Chalsa ...	Matelli ...	5·24	...	5·24	10-6-18	
VIII—UNASSISTED COMPANIES' LINES.								
Kulasekarapatnam Light ...	2′ 0″	Adiyakurichi ...	Tiruchendur ...	14·00	...	14·00	1-12-18	

APPENDIX 1—*concld.*

Mileage opened during the financial year ended the 31st March 1919.

Name of railway.	Gauge.	Section opened.		Mileage opened.			Date of first opening.	Remarks.
		From	To	Single line (Route mileage).	Second, third, etc., lines, as the case may be.	Total track (excluding sidings).		
1	2	3	4	5	6	7	8	9
XI—INDIAN STATE LINES WORKED BY INDIAN STATES.								
Junagad State	3′ 3¼″	Veraval ...	Talala ...	14·70	...	14·70	2-4-18	
XII—INDIAN STATE LINES WORKED BY THE MAIN LINE.								
aipur State	3′ 3½″	Reengus ...	Palsana ...	14·17	...	14·17	6-4-18	
Gaekwar's Dabhoi ...	2′ 6″	Samlaya ...	Timba ...	33·38	...	33·38	1-2-19	
Total XII ...	...	.....	.....	47·55	...	47·55		
Grand Total ...	..	.....	.....	335·28	22·87	358·15		

APPENDIX 2.

Mileage open on the 31st March 1919.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1919.			TRACK MILEAGE OPEN ON THE 31st MARCH 1919.			Remarks.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11
	I.—STATE LINES WORKED BY THE STATE									
	5' 6" Gauge.									
1	Eastern Bengal ...	2-1-62	E. B. Ry.	412·14	156·08 (a)	568·22	768·93	335·34	1,104·27 (b)	(a) 132·92 miles double, 1·66 triple and 21·47 quadruple line.
2	North Western ...	13-5-61	N. W. Ry.	3,082·47	722·33 (double)	3,804·80	5,249·46	1,332·71	6,582·17	(b) Excludes 18·99 miles of sidings laid but not worked, as also 2·02 miles of main line and 4·48 miles of sidings of the Delhi Durbar railway worked over by the East Indian railway and 9 miles of second line, Rawalpindi to Golra, constructed but not worked.
3	Oudh and Rohilkhand	23-4-67	O. & R. Ry.	1,488·55 (c)	21·22 (double)	1,509·77	1,530·99	329·41	1,860·40	
	Total ...	...	...	4,983·16	899·63	5,882·79	7,549·38	1,997·46	9,546·84	
	3' 3¾" Gauge.									(c) Excludes 2·18 miles of 3' 3¾" gauge line at Benares shown under 3' 3¾" gauge, but includes 16·79 miles of mixed (5' 6" and 3' 3¾") gauge line, between Burhwal and Bara Banki over which the Bengal and North-Western railway trains also work and 1·17 miles of 3' 3¾" gauge track over the Ramgunga bridge, Bareilly, and 0·49 mile of mixed (5' 6" and 3' 3¾") gauge track over the Ramgunga bridge, Moradabad, over both of which the Rohilkund and Kumaon railway trains also work.
4	Cawnpore-Burhwal link.	24-11-96	B. & N. W. Ry. Co.	(d)80·34	...	80·34	80·34	(e)11·61	91·95	
5	Eastern Bengal ...	28-8-77	E. B. Ry.	970·56	7·29 (double)	977·85	985·14	274·50	1,259·64	
6	Oudh and Rohilkhand	1-4-99	B. & N. W. Ry. Co.	(f)2·18	...	2·18	2·18	...	2·18	
	Total ...	...	...	1,053·08	7·29	1,060·37	1,067·66	286·11	1,353·77	
	2' 6" Gauge.									
7	Eastern Bengal ...	18-7-81	E. B. Ry. ...	35·10	...	35·10	35·10	1·85	36·95	(d) Excludes 3·40 miles of the Lucknow-Bareilly railway, between Aishbagh and Daliganj, worked over, but includes 16·79 miles referred to in remark (c) above.
8	Kalka-Simla ...	9-11-03	N. W. Ry.	59·92	...	59·92	59·92	9·39	69·31	
9	Kohat-Thal ...	1-4-03		61·75	...	61·75	61·75	7·14	68·89	
10	Nowshera-Durgai ...	1-1-01		40·40	...	40·40	40·40	6·00	46·40	
11	Trans Indus (Kalabagh-Bannu).	15-6-13		135·38	...	135·38	135·38	12·62	148·00	(e) Includes 1·66 miles of 3' 3¾" gauge sidings on mixed (5' 6" and 3' 3¾") gauge section between Burhwal and Bara Banki.
	Total ...	...	...	332·55	...	332·55	332·55	37·00	369·55	
	2' 0" Gauge									(f) Length between the O. & R. Ry. Cantonment and the B. & N. W. Ry. City stations at Benares.
12	Jorhat (Provincial)	15-12-84	Assam Administration.	32·50	...	32·50	32·50	2·04	34·54	
	Total ...	...	...	6,401·29	906·97	7,308·21	8,982·09	2,322·61	11,304·70	
	II.—STATE LINES WORKED BY COMPANIES.									
	5' 6" Gauge.									
13	Agra-Delhi Chord ...	15-11-04	G. I. P. Ry. Co.	123·10	2·78 (double)	125·88	128·66	50·11	178·77	(g) Included with the Native State section, serial No. 131.
14	Baran-Kotah ..	1-7-08		40·29	...	40·29	40·29	3·38	43·67	
15	Bengal-Nagpur ...	6-4-60	B. N. Ry. Co.	1,782·43	106·21 (double)	1,888·64	1,994·85	519·72	2,514·57	(h) 258·19 miles double and 1 mile quadruple line.
16	Bezwada Extension	10-2-89	N. G. S. Ry Co.	21·47	...	21·47	21·47	1·45	22·92	(i) 658·67 miles double, 22·43 triple, 11·48 quadruple, 2·24 quintuple and 0·85 sextuple line.
17	Bhopal-Itarsi (British section).	1-6-82	G. I. P. Ry. Co.	12·66	...	12·66	12·66	(g)	12·66	(j) 728·73 miles double and 29·62 quadruple line.
18	Bombay, Baroda and Central India.	10-2-60	B. B. & C. I. Ry. Co.	737·89	259·20 (h)	997·09	1,258·29	350·79	1,609·08	(k) Includes 2·97 miles of mixed (5' 6" and 3' 3¾") gauge line between Bezwada and Tadepalli.
19	Cawnpore-Banda ...	21-4-13	G. I.P. Ry.Co.	75·71	...	75·71	75·71	7·77	83·48	
20	East Indian ...	15-8-54	E. I. Ry. Co.	1,763·68	695·67 (i)	2,459·35	3,210·53	1,095·33	4,305·86	(l) Includes 0·46 mile, being portion of line between North facing points and North outer signals at Waltair, treated as double line, and 1·05 miles of double line from Washermenpet to Basin Bridge Junction.
21	Great Indian Peninsula	18-4-53	G. I. P. Ry. Co.	1,803·49	758·35 (j)	2,561·84	3,679·43	875·35	4,254·78	
22	Madras and Southern Mahratta.	1-7-56	M. & S. M. Ry. Co.	986·79 (k)	44·94 (l) (double)	1,031·73	1,076·67	214·51	1,291·18	
23	South Bihar (m) ...	5-7-99	E. I. Ry. Co.	79·19	...	79·19	79·19	8·63	87·82	(m) Although a leased line, it is for convenience shown under the head "State lines worked by companies"
24	South Indian ...	28-5-60	S. I. Ry. Co.	445·94	...	445·94	445·94	72·51	518·45	
	Total ...	...	...	7,872·64	1,867·15	9,739·79	11,728·69	3,199·55	14,923·24	

APPENDIX 2—*contd.*

Mileage open on the 31st March 1919.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31ST MARCH 1919.			TRACK MILEAGE OPEN ON THE 31ST MARCH 1919.			Remarks.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11
	II.—STATE LINES WORKED BY COMPANIES—*contd.*									
	3′ 3⅜″ Gauge.									
25	Alnavar-Dandeli (Provincial).	1-2-19	M. & S. M. Ry. Co.	19·46	...	19·46	19·16	1·75	21·21	(*a*) Includes 11·19 miles on 5′ 6″ gauge, of which 2·10 miles at Ujjain and 0·29 mile at Idgah (Agra) are worked by the Bombay, Baroda and Central India railway (5′ 6″ gauge), 3·07 miles at Agra worked by the East Indian railway and 5·73 miles, Delhi Main to Nangal Raya, worked by the North Western railway.
26	Assam-Bengal ...	1-7-95	A. B. Ry. Co.	869·41	...	869·41	869·41	166·75	1,036·16	
27	Bombay, Baroda and Central India.	14-2-73	B. B. & C. I. Ry. Co.	(*a*) 1,818·60	(*b*) 3·01 (double)	1,821·61	(*c*) 1,824·62	(*d*) 382·38	2,207·00	
28	Burma	2-5-77	B. Rys. Co.	1,229·43	118·94 (double)	1,345·37	1,467·31	324·32	1,791·63	
29	Burma extensions ...	15-4-07		186·93	...	186·93	186·93	47·44	234·37	(*b*) Includes 0·09 mile on 5′ 6″ gauge at Delhi worked by the Agra-Delhi Chord railway.
30	Dhone-Kurnool ...	1-1-09	M. & S. M. Ry. Co.	32·00	...	32·00	32·00	2·62	34·62	(*c*) Includes 11·37 miles on the 5′ 6″ gauge.
31	Jodhpur-Hyderabad (British section) (*e*).	18-8-92	J. B. R. ...	123·98	...	123·98	123·98	18·64	142·62	(*d*) Includes 15·81 miles on the 5′ 6″ gauge.
32	Lucknow-Bareilly ...	12 10-84	R. & K. Ry. Co.	312·43	...	312·43	312·43	59·85	372·28	(*e*) The Indian State section of this railway forms an integral part of the Jodhpur railway.
33	Madras and Southern Mahratta.	24-3-84	M. & S. M. Ry. Co.	(*f*) 1,518·13	...	1,518·13	1,518·13	(*g*) 171·04	1,689·17	(*f*) Includes 2·97 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Bezwada and Tadepalli Block hut.
34	Mysore section (Madras and Southern Mahratta railway).	1-2-81		296·28	...	296·28	296·28	32·32	328·60	
35	Nilgiri	15-6-99	S. I. Ry. Co.	28·96	...	28·96	28·96	4·47	33·43	(*g*) Includes 1·26 miles of sidings in the Bezwada station yard.
36	Palanpur-Deesa (*h*)	8-11-93	B. B. & C. I. Ry. Co.	17·28	...	17·28	17·28	1·29	18·57	(*h*) This line is the joint property of Government and the Palanpur Durbar.
37	South Indian ...	15-7-61	S. I. Ry. Co.	881·49	...	881·49	881·49	171·81	1,053·30	
38	Southern Shan States	15-6-12	B. Rys. Co.	69·68	...	69·68	69·68	7·57	77·25	(*i*) Includes sidings on the Indian State section, serial No. 154.
39	Tinnevelly-Quilon (Travancore) (British section).	1-6-02	S. I. Ry. Co.	50·41	...	50·41	50·41	(*i*) 16·31	66·72	
40	Tirhoot	1-11-75	B. & N. W. Ry. Co.	808·91	10·05 (double)	818·96	829·01	178·51	1,007·52	
	Total ...	...	...	8,263·38	132·00	8,395·38	8,527·38	1,587·07	10,114·45	
	2′ 6″ Gauge.									
41	Broach-Jambusar ...	23-11-14	B. B. & C. I Ry. Co.	29·69	...	29·69	29·69	3·07	32·76	
42	Gondia-Chanda ...	10-11-08	B. N. Ry. Co.	217·25	...	217·25	217·25	20·10	237·35	
43	Jubbulpore-Gondia Extension.	18-4-08		311·58	...	311·58	311·58	39·29	350·87	
44	Morappur-Hosur ...	18-1-06	S. I. Ry. Co.	73·40	...	73·40	73·40	4·17	77·57	
45	Nagpur-Chhindwara	1-1-11	B. N. Ry. Co.	97·20	...	97·20	97·20	7·70	104·90	
46	Purulia-Ranchi ...	15-11-07		115·30	...	115·30	115·30	10·09	125·90	
47	Raipur-Dhamtari ...	10-9-00		56·94	...	56·94	56·94	3·82	60·76	
48	Tirupattur-Krishnagiri	18-9-05	S. I. Ry. Co.	25·38	...	25·38	25·38	2·52	27·90	
	Total ...	...	...	926·74	...	926·74	926·74	90·76	1,017·50	
	2′ 0″ Gauge.									
49	Tumsar-Tirodi Light	1-4-16	B.N. Ry. Co.	45·53	...	45·53	45·53	9·52	55·05	
	Total II ...	...	...	17,108·29	1,999·15	19,107·44	21,223·34	4,886·90	26,110·24	

APPENDIX 2—*contd.*

Mileage open on the 31st March 1919.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31ST MARCH 1919.			TRACK MILEAGE OPEN ON THE 31ST MARCH 1919.			Remarks.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11
III.—BRANCH LINE COMPANIES' RAILWAYS UNDER GUARANTEE TERMS.										
(A) WORKED BY THE BRANCH LINE COMPANY.										
	2' 6" Gauge.									
50	Ahmadpur-Katwa ...	30-5-17	A. K. Ry. Co.	32·26	...	32·26	32·26	2·29	34·55	
51	Arakan Light ...	15-2-19	A. Lt. Ry. Co.	18·25	...	18·25	18·25	...	18·25	
52	Bankura-Damoodar River.	15-12-16	B. D. R Ry. Co	59·95	...	59·95	59·95	4·34	64·29	
53	Burdwan-Katwa ...	1-12-15	B. K. Ry. Co.	32·52	...	32·52	32·52	4·31	36·83	
54	Kalighat-Falta ...	26-5-17	K. F. Ry. Co.	25·33	...	25·33	25·33	3·42	28·75	
	Total III(A) ...	...	...	168·31	...	168·31	168·31	14·36	182·67	
(B) WORKED BY THE MAIN LINE.										
	5' 6" Gauge.									
55	Hardwar-Dehra ...	1-3-00	O. & R. Ry.	32·04	...	32·04	32·04	4·56	36·60	
	2' 6" Gauge.									
56	Dasghara-Jamalpur-gunj.	1-9-17	B. P. Ry. Co.	8·31	...	8·31	8·31	0·77	9·08	
	Total III(B) ...	...	...	40·35	...	40·35	40·35	5·33	45·68	
IV.—BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE TERMS.										
(A) WORKED BY THE BRANCH LINE COMPANY.										
	2' 6" Gauge.									
57	Champaner-Shivrajpur Pani Light.	2-2-11	Gujerat Rys. Co.	32·40	...	32·40	32·40	4·54	36·94	
58	Godhra-Lunavada ...	4-2-13		25·45	...	25·45	25·45	1·95	27·40	
59	Nadiad-Kapadvanj	5-3-13		26·01	...	26·01	26·01	(a) 4·02	32·03	(a) Including 1·94 miles of ballast quarry siding at Kapadvanj.
	Total IV(A) ...	...	...	85·86	...	85·86	85·86	10·51	96·37	
(B) WORKED BY THE MAIN LINE.										
	5' 6" Gauge.									
60	Amritsar-Patti ...	21-9-06	N. W. Ry.	54·26	...	54·26	54·26	8·12	62·38	
61	Jullundur-Mukerian	1-1-15		44·81	...	44·81	44·81	3·88	48·69	
62	Mandra-Bhaun ...	1-5 15		46·38	...	46·38	46·38	4·19	50·57	
63	Phagwara-Rahon ...	1-4-15		45·21	...	45·21	45·21	5·24	50 45	
64	Sara-Sirajganj ...	1-7-15	E. B. Ry.	52·99	...	52·99	52·99	26·56	79·55	
65	Sialkot-Narowal ...	10-11-15	N. W. Ry.	38·16	...	38·16	38 16	4·00	42·16	
66	Southern Punjab (Main line).	10-11-97		424·67	1·56 (double)	426·23	427·79	77·41	505·20	
67	Southern Punjab (Jullundur Doab).	23-6-12		130·19	...	130·19	130·19	16·94	147·13	
68	Southern Punjab (Ludhiana Extension.)	10-6-05		152·04	...	152·04	152·04	16·69	168·73	
69	Tapti Valley ...	1-12-98	B. B. & C. I. Ry. Co.	155·73	...	155·73	155·72	10·37	166·09	
	Total ...	...	...	1,144·43	1·56	1,145·99	1,147·55	173·40	1,320·95	

APPENDIX 2—*contd.*

Mileage open on the 31st March 1919.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1919.			TRACK MILEAGE OPEN ON THE 31st MARCH 1919.			Remarks.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11
IV.—BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE TERMS.										
(B) WORKED BY THE MAIN LINE.—*concld.*										
	3' 3¾" Gauge.									
70	Ahmedabad-Dholka	23-2-03	B. B. & C. I. Ry. Co.	33·54	...	33·54	33·54	2·78	36·32	
71	Ahmedabad-Parantij	1-5-97		88·70	...	88·70	88·70	(a) 13·32	102·02	(a) Includes 1·63 miles on the 5' 6" gauge.
72	Mymensingh-Jamalpur-Jagannathganj.	15-10-98	E. B. Ry.	56·05	....	56·05	56·05	9·46	65·51	
	Total	...	...	178·29	...	178·29	178·29	25·56	203·85	
	2' 6" Gauge.									
73	Dhond-Baramati ...	20-5-14	G. I. P. Ry. Co.	27·26	...	27·26	27·26	1·70	28·96	
74	Ellichpur-Yeotmal ...	1-12-13		117·66	...	117·66	117·66	9·84	127·50	
75	Jacobabad-Kashmor	1-12-14	N. W. Ry.	76·70	...	76·70	76·70	3·56	80·26	
76	Khulna-Bagerhat ...	10-6-18	E. B. Ry. ...	19·75	...	19·75	19·75	1·85	21·60	
77	Pachora-Jamner ...	1-4-18	G. I. P. Ry. Co.	34·62	...	34·62	34·62	2·91	37·53	
78	Pulgaon-Arvi ...	25-9-17		21·83	...	21·83	21·83	1·68	23·51	
	Total	...	...	297·82	...	297·82	297·82	21·54	319·36	
	2' 0" Gauge.									
79	Darjeeling-Himalayan Extensions.	16-3-14	D. H. Ry. Co.	95·44	...	95·44	95·44	4·11	99·55	
80	Matheran Light ...	22-3-07	G. I. P. R. Co.	12·61	...	12·61	12·61	1·18	13·79	
	Total ...	...	...	108·05	...	108·05	108·05	5·29	113·34	
	Total IV (B) ...	...	...	1,729·59	1·56	1,730·15	1,731·71	225·79	1,957·50	
V.—BRANCH LINE COMPANY'S RAILWAY UNDER GUARANTEE AND REBATE TERMS.										
	3' 3¾" Gauge.									
81	Mymensingh-Bhairab Bazar.	20-3-17	A. B. Ry. Co.	100·68	...	100·68	100·68	11·09	111·77	
VI.—COMPANIES' LINES SUBSIDIZED BY THE GOVERNMENT OF INDIA.										
	5' 6" Gauge.									
82	Delhi-Umballa-Kalka	1-3-91	E. I. Ry. Co.	206·40	...	206·40	206·40	(b)33·13	239·53	(b) Includes sidings on the Jind-Panipat (Indian State section), Serial No 135.
	5' 3¾" Gauge.									
83	Bengal and North-Western. (c)	2-4-84	B. & N. W. Ry. Co.	1,243·49	...	1,243·49	1,243·49	225·43	1,468·92	(c) Receives land only from Government.
84	Bengal Dooars extensions. (c)	20-4-00	B. D. Ry. Co	121·80	...	121·80	121·80	15·21	137·01	
85	Mirpur Khas-Jhudo (c)	12-4-09	J. B. Ry.	50·43	...	50·43	50·43	2·71	53·14	
86	Mirpur Khas-Khadro (c)	1-1-12		49·50	...	49·50	49·50	3·00	52·50	
87	Rohilkund and Kumaon.	12-10-84	R. & K. Ry. Co.	258·72	...	258·72	258·72	32·05	290·77	
	Total	...	...	1,723·94	...	1,723·94	1,723·94	278·40	2,002·34	
	2' 6" Gauge.									
88	Barsi Light (c) ...	1-3-97	B. Lt. Ry. Co.	117·50	...	117·50	117·50	14·61	132·11	
89	Dehri-Rohtas Light	6-2-11	D. R. Lt. Ry. Co.	23·83	...	23·83	23·83	4·67	28·50	
90	Shahdara (Delhi)-Saharanpur Light. (c)	7-5-07	S. S. Lt. Ry. Co.	92·50	...	92·50	92·50	8·62	101·12	
	Total	...	...	233·83	...	233·83	233·83	27·90	261·73	
	Total VI ...	...	...	2,164·17	...	2,164·17	2,164·17	339·43	2,503·60	

APPENDIX 2—*contd.*

Mileage open on the 31st March 1919.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1919.			TRACK MILEAGE OPEN ON THE 31st MARCH 1919.			Remarks.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11
VII.—COMPANIES' LINES SUBSIDIZED BY LOCAL GOVERNMENTS.										
	3' 3¾" Gauge.									
91	Dibru-Sadiya ...	15-8-82	Assam Rys. & Trading Co.	86·02	...	86·02	86·02	19·18	105·20	
	2' 0" Gauge.									
92	Darjeeling-Himalayan	23-8-80	D. E. Ry. Co.	51·00	...	51·00	51·00	8·10	59·10	
	Total VII...	...	...	137·02	...	137·02	137·02	27·28	164·30	
VIII.—UNASSISTED COMPANIES' LINES.										
	3' 3¾" Gauge.									
93	Ledo and Tikak Margherita colliery.	17-2-84	Assam Rys. and Trading Co.	5·50	...	5·50	5·50	11·78	17·28	
	2' 6" Gauge.									
94	Bengal Provincial ...	7-11-94	B. P. Ry. Co.	33·27	...	33·27	33·27	2·33	35·60	
95	Madaya Light ...	10-2-12	M. Lt. Ry. Co.	16·00	...	16·00	16·00	...	16·00	
	Total	...	...	49·27	...	49·27	49·27	2·33	51·60	
	2' 0" Gauge.									
96	Jagadhri Light ...	11-3-11	J. Lt. Ry. Co.	3·31	...	3·31	3·31	0·55	3·86	
97	Kulasekarapatnam Light.	18-7-15	(a)	32·00	...	32·00	32·00	...	32·00	(a) East India Distilleries and Sugar Factories, Ltd. of Madras.
	Total	...	...	35·31	...	35·31	35·31	0·55	35·86	
	Total VIII ...	...	...	90·08	...	90·08	90·08	14·66	104·74	
IX.—DISTRICT BOARD LINES.										
	5' 6" Gauge.									
98	Suramangalam-Salem	1-6-17	S. I. Ry. Co.	3·86	...	3·86	3·86	2·05	5·91	
9	Tenali-Repalli ...	18-3-16	M. & S. M. Ry. Co.	21·50	...	21·50	21·50	1·50	23·00	
	Total	...	...	25·36	...	25·36	25·36	3·55	28·91	
	3' 3¾" Gauge.									
100	Bezwada-Masulipatam	4-2-08	M. & S. M. Ry. Co.	51·80	...	51·80	51·80	7·07	58·87	
101	Podanur-Pollachi ...	15-10-15	S. I. Ry. Co.	25·04	...	25·04	25·04	1·73	26·77	
102	Tanjore District Board.	2-4-94	S. I. Ry. Co.	111·94	...	111·94	111·94	12·06	124·00	
	Total ...	...	...	188·78	...	188·78	188·78	20·86	209·64	
	Total IX ...	...	...	214·14	...	214·14	214·14	24·41	238·55	

APPENDIX 2—*contd.*

Mileage open on 31st March 1919.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1919.			TRACK MILEAGE OPEN ON THE 31st MARCH 1919.			Remarks.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11
	X.—COMPANIES' LINES SUBSIDIZED BY DISTRICT BOARDS.									
	3' 3½" Gauge.									
103	Bengal Doors ...	15-1-98	B. D. Ry. Co.	36·40	...	36·40	36·40	4·67	41·07	
	2' 6" Gauge.									
104	Arrah-Sasaram Light	6-3-11	A. S. Lt. Ry. Co.	65·16	...	65·16	65·16	5·00	70·16	
105	Baraset-Basirhat Light.	1-2-05	B. B. Lt. Ry. Co.	52·24	...	52·24	52·24	0·05	52·29	
106	Bukhtiarpur-Bihar Light.	1-7-03	B. B. Ry. Co	33·00	...	33·00	33·00	0·16	33·16	
107	Jessore-Jhenidah ...	1-10-13	J. J. Ry. Co.	36·75	...	36·75	36·75	1·73	38·48	
108	Tezpore-Balipara Light.	9-8-94	T. B. Lt. Ry. Co.	20·10	...	20·10	20·10	1·11	21·21	
	Total ...	...	...	207·25	...	207·25	207·25	8·05	215·30	
	2' 0" Gauge.									
109	Howrah-Amta Light	1-7-97	H. A. Lt. Ry. Co.	43·87	...	43·87	43·87	0·06	43·93	
110	Howrah-Sheakhala Light.	2-8-97	H. S. Lt. Ry. Co.	19·75	...	19·75	19·75	...	19·75	
	Total ...	...	...	63·62	...	63·62	63·62	0·06	63·68	
	Total X ...	...	...	307·27	...	307·27	307·27	12·76	320·05	
	XI.—INDIAN STATE LINES WORKED BY INDIAN STATES.									
	3' 3½" Gauge.									
111	Bhavnagar State ...	20-12-80	Bhavnagar Durbar.	(a) 206·31	...	206·31	206·31	31·41	237·72	(a) Includes 1·21 miles of Dock estate line worked for goods traffic only.
113	Bikaner ...	9-12-91	J. B. Ry. ...	497·66	...	497·66	497·66	25·86	523·52	
113	Dhrangadra	1-6-98	Bhavnagar Durbar.	(b) 42·71	...	42·71	42·71	3·98	46·69	(b) Includes 2·56 miles of Dhrangadra quarry branch worked for goods traffic only.
114	Gondal-Porbandar State.	19-1-81	Gondal and Porbandar Durbars.	(c) 142·01	...	142·01	142·01	18·56	160·57	(c) Includes 1·55 miles from Porbandar to Porbandar Bandar and 3·70 miles of Ranawao quarry branch worked for goods traffic only.
115	Jamnagar ...	8-4-97	Navanagar Durbar.	(d) 54·22	...	54·22	54·22	3·78	58·00	(d) Includes 3·93 miles from Jamnagar to Bedi Bandar worked for goods traffic only.
116	Jetalsar-Rajkot ...	12-4-93	G. P. Ry. ...	46·21	...	46·21	46·21	4·86	51·07	
117	Jodhpur ...	24-6-82	J. B. Ry. ...	608 75	...	608 75	608·75	50·62	659·37	
118	Junagad State ...	1-9-88	Junagad Durbar.	(e) 135·60	...	135·60	135·60	13·69	149·29	(e) Includes 0·73 mile of Dungarpur quarry line and 0·30 mile of Veraval Dock estate line worked for goods traffic only.
119	Khijadiya-Dhari ...	1-3-13	G. P. Ry. ...	37·22	...	37·22	37·22	4·92	42·14	
120	Morvi	11-3-80	Morvi Durbar	73·94	...	73·94	73·94	7·83	81·77	
121	Mysore-Arsikere ...	3-1-18	Mysore Durbar.	102·95	...	102·95	102·95	5·25	108·20	
122	Udaipur-Chitorgarh	1-8-95	Udaipur Durbar.	67·30	...	67·30	67·30	4·93	72·23	
	Total ...	...	...	2,020·88	...	2,020·88	2,020·88	175·69	2,196·57	
	2' 6" Gauge.									
123	Cutch State ...	18-5-05	Cutch Durbar	36·78	...	36·78	36·78	2·70	39·48	
124	Dholpur-Bari ...	24-2-08	Dholpur Durbar.	36·38	...	36·38	36·38	4·50	40·88	
125	Kolar District ...	15-12-13	Mysore Durbar.	63·50	...	63·50	63 50	2·85	66·35	
126	Mohari Barauli ...	10-2-17	Dholpur Durbar.	15 25	...	15·25	15·25	0·75	16·00	
127	Morvi	24-3-87	Morvi Durbar	18·89	...	18·89	18·89	2·48	21·32	
	Total ...	...	...	170·80	...	170·80	170·80	13·23	184·03	

APPENDIX 2—*contd.*

Mileage open on the 31st March 1919.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1919.			TRACK MILEAGE OPEN ON THE 31st MARCH 1919.			Remarks.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11
XI—INDIAN STATE LINES WORKED BY INDIAN STATES—*concld.*										
	2' 0" Gauge.									
128	Gwalior Light ...	2-12-99	Gwalior Durbar.	249·96	...	249·96	249·96	12·43	262·39	
129	Pipar-Bilara Light	25-11-10	J. B. Railway	25·25	...	25·25	25·25	0·77	26·02	
130	Tarikere-Narasimharajapura.	15-1-15	Mysore Durbar.	26·50	...	26·50	26·50	0·50	27·00	
	Total ...	...	...	301·71	...	301·71	301·71	13·70	315·41	
	Total XI ...	...	...	2,493·39	...	2,493·39	2,493·39	202·62	2,696·01	
XII.—INDIAN STATE LINES WORKED BY THE MAIN LINE.										
	5' 6" Gauge.									
131	Bhopal-Itarsi (Indian State section). ...	18-11-84	G. I. P. Ry. Co.	44·55	...	44·55	44·55	(a)26·08	70·63	(a) Includes sidings on the British section, serial No. 17.
132	Bhopal-Ujjain ...	11-11-95		113·28	...	113·28	113·28	9·01	122·29	
133	Bina-Goona-Baran ...	23-9-95		147·07	...	147·07	147·07	11·65	158·72	
134	Jammu and Kashmir (Indian State section). (b)	15-3-90	N.W. Ry....	16·01	...	16·01	16·01	3·01	19·02	(b) The British section of this line forms an integral part of the North Western railway. (c) The British section of this line forms an integral part of the Delhi-Umballa-Kalka railway. (d) Included with the Delhi-Umballa-Kalka railway, Serial No. 62.
135	Jind-Panipat (Indian State section). (c)	1-11-16	E. I. Ry. Co.	25·90	...	25·90	25·90	(d)	25·90	
136	Khanpur-Chachran	2-7-11	N. W. Ry....	22·02	...	22·02	22·02	3·43	25·45	
137	Kolar Gold-fields ...	1-6-04	M. and S. M. Ry. Co.	9·88	...	9·88	9·88	5·71	15·59	
138	Ludhiana-Dhuri-Jakhal.	10-4-01	N. W. Ry.	76·65	...	76·65	76·65	5·88	84·53	
139	Nagda-Ujjain ...	15-7-96	B. B. & C. I. Ry. Co.	32·51	...	32·51	32·51	1·33	33·84	
140	Petlad-Cambay (Anand Tarapur section).	5-5-90		21·42	...	21·42	21·42	3·34	25·76	
141	Petlad-Cambay (Tarapur Cambay section)	20-6-01		12·36	...	12·36	12·36	3·81	16·17	
142	Rajpura-Bhatinda...	1-11-84	N. W. Ry. ..	108·04	...	108·04	108·04	24·99	133·03	
	Total ...	...	...	631·69	...	631·69	631·69	98·24	729·93	
	3' 3½" gauge.									
143	Birnr-Shimoga ...	1-12-99	M. & S. M. Ry. Co.	37·92	...	37·92	37·92	4·57	42·49	
144	Cooch Behar State...	15-9-96	E. B Ry.	33·09	...	33·09	33·09	2·43	35·52	
145	Gaekwar's Mehsana	21-8-87	B. B. & C.I. Ry. Co.	162·63	...	162·63	162·63	19·85	182·48	
146	Hindupur (Yesvantpur Mysore Frontier).	15-12-92	M. & S. M. Ry. Co.	51·35	...	51·35	51·35	4·12	55·47	
147	Hingoli branch ...	15-5-12	N. G. S. Ry. Co.	50·31	...	50·31	50·31	5·85	56·16	
148	Jaipur State ...	10-11-05	B. B. & C. I. Ry. Co.	122·21	...	122·21	122·21	(e)10·84	133·05	(e) Includes 0·44 mile of 5' 6" gauge.
149	Kolhapur State ...	21-4-91	M. & S. M. Ry. Co.	29·27	...	29·27	29·27	1·89	31·16	
150	Mysore-Nanjangud ..	1-12-91		15·80	...	15·80	15·80	1·11	16·91	
151	Sangli State ...	1-4-07		4·90	...	4·90	4·90	0·29	5·19	
152	Secunderabad-Gadwal	1-2-16	N. G. S. Ry. Co.	103·30	...	103·30	103·30	8·16	111·46	
153	Shoranur-Cochin ...	2-6-02	S. I. Ry. Co.	64·75	...	64·75	64·75	11·28	76·03	
154	Tinnevelly-Quilon (Travancore) (Indian State section) ...	1-6-04		95·96	...	95·96	95·96	(f)	95·96	(f) Included with the British section, serial No. 39.
155	Vijapur-Kalol-Kadi...	10-6-02	B. B. & C. I. Ry. Co.	46·11	...	46·11	46·11	4·63	50·74	
	Total ...	...	...	817·60	...	817·60	817·60	75·03	892·63	

APPENDIX 2—*concld.*

Mileage open on the 31st March 1919.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1919.			TRACK MILEAGE OPEN ON THE 31st MARCH 1919.			Remarks.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11
	XII.—INDIAN STATE LINES WORKED BY THE MAIN LINE—*concld.*									
	2′ 6″ GAUGE.									
156	Bilimora-Kalamba ...	23-7-14	B. B. & C. I. Ry. Co.	31·93	...	31·93	31·93	4·30	39·23	
157	Bodeli-Chhota Udaipur	1-12-17		22·56	...	22·56	22·56	(*a*)	22·56	(*a*) Included with the Gaekwar's Dabhoi railway, serial No. 158.
158	Gaekwar's Dabhoi ...	8-4-73		187·32	...	187·32	187·32	(*b*) 20·76	208·08	(*b*) Includes sidings on the Bodeli-Chhota Udaipur railway, serial No. 157.
159	Kosamba-Zankhvav	1-5-12		26·33	...	26·33	26·33	3·01	29·34	
160	Mourbhanj State ...	20-1-05	B. N. Ry. Co.	32·41	...	32·41	32·41	1·76	34·17	
161	Parlakimedi Light ...	1-4-00		24·62	...	24·62	24·62	1·60	26·22	
162	Petlad-Vaso ...	10-12-14	B. B. & C. I. Ry. Co.	19·25	...	19·25	19·25	3·11	22·36	
163	Rajpipla State ...	1-7-97		39·24	...	39·24	39·24	2·79	42·03	
	Total ...	...	...	386·66	...	386·66	386·66	37·33	423·99	
	Total XII.	...	...	1,835·95	...	1,835·95	1,835·95	210·59	2,046·54	
	XIII.—COMPANIES' LINES GUARANTEED BY INDIAN STATES.									
	5′ 6″ GAUGE.									
164	Nizam's Guaranteed State.	9-10-74	N. G. S. Ry. Co.	(*c*)330·13	...	330·13	330·13	51·99	382·12	(*c*) Includes 5·82 miles of mixed (5′ 6″ and 3′ 3¼″) gauge line between Hyderabad and Secunderabad over which both the Nizam's Guaranteed State and the Hyderabad-Godavari Valley railways' trains work.
	3′ 3¼″ GAUGE.									
165	Hyderabad Godavari Valley.	21-10-99	N. G. S. Ry. Co.	(*c*)390·75	0·38 (double)	391·13	391·51	53·82	445·33	
	2′ 6″ GAUGE.									
166	Bangalore-Chik Ballapur Light.	15-9-14	Mysore Durbar.	38·70	...	38·70	38·70	1·75	40·45	
	Total XIII.	...	...	759·58	0·38	759·96	760·34	107·56	867·90	
	XIV.—LINES IN FOREIGN TERRITORY WORKED BY BRITISH INDIAN RAILWAY COMPANIES.									
	3′ 3¼″ GAUGE.									
167	Peralam-Karaikkal ..	14-3-98	S. I. Ry. Co.	14·65	...	14·65	14·65	2·13	16·78	
168	Pondicherry ...	15-12-79		7·85	...	7·85	7·85	2·31	10·16	
169	West of India Portuguese.	17-1-87	M. & S. M. Ry. Co.	51·10	...	51·10	51·10	16·16	67·26	
	TOTAL XIV.	...	...	73·60	...	73·60	73·60	20·60	94·20	
	GRAND TOTAL OF ALL RAILWAYS	...	...	33,708·37	2,908·01	36,616·58	40,468·30	8,436·52	48,844·82	

APPENDIX 3.

Mileage sanctioned or under construction on the 31st March 1919.

Name of railway.	Gauge.	Section sanctioned. From	Section sanctioned. To	Mileage sanctioned. Single line. (Route mileage).	Mileage sanctioned. Second, third, etc., lines, as the case may be.	Mileage sanctioned. Total track (excluding sidings.)	Date of sanction.	Agency for construction.	Remarks.
1	2	3	4	5	6	7	8	9	10
I.—STATE LINES WORKED BY THE STATE.									
Eastern Bengal * ...	5' 6"	Tiljala ...	Docks ...	...	(b) (a)6·53	9·06	22-3-14	E.B.Ry.	(a) 3rd and 4th tracks.
North Western ...	,,	Sambrial ...	Marala ...	(c)15·13	...	15·13	23-4-18	N. W.Ry.	(b) Since opened.
		Dalbandin ...	Mirjawa ...	(c)185·00	...	185·00	22-8-17		
		Kotri ...	Rohri ...	...	(d)124·50	124·50	20-2-13		(c) Work commenced.
				200·13	(e)124·50	324·63			
Total 5' 6" ...	...	...	...	200·13	129·03	333·69			(d) 2nd track.
Trans Indus (Kalabagh-Bannu).	2' 6"	Tank ...	Murtaza ...	(c)19·27	...	19·27	31-10-17	N. W. Ry.	(e) Work stopped.
		Tank ...	Tank Base Camp.	(c)2·72	...	2·72	17-12-17		
Total 2'6" ...	...	...	...	21·99	...	21·99			
Total I ...	...	...	...	222·12	129·03	355·68			
II.—STATE LINES WORKED BY COMPANIES.									
Bengal-Nagpur ...	5' 6"	Raipur ...	Parvatipuram	(f) 260·67	...	260·67	26-1-06	B. N. R. Co.	(f) Work commenced on 37·48 miles, but subsequently stopped.
		Anara ...	Kargali ...	(c) 5·80	...	5·80	8-2-19		
		Adra ...	Bhojoodih ...	...	(c) (d) 18·45	18·45	27-12-12		
		Kandra ...	Gomharia ...	(c)5·53	...	5·53	24-6-14		
		Karkri bridge	Gomharia ...	...	(c) (d) 4·48	4·48	24-6-14		
		Onlajori Jaipur	Sulapet Badampahar.	(c)21·75	...	21·75	26-5-18		
				293·75	22·93	316·68			
		Toposi-Baraboni Chord ...		(g)3·70	...	3·70	28-5-18		(g) Not commenced.
		Raneegunge ...	Ondal ...	...	(c) (h) 12·82	12·82	2-6-16		(h) 3rd track.
		Burdwan ...	Khana Junction.	...	(e) (i) 8·00	16·00	12-9-16		(i) 3rd and 4th tracks.
East Indian ...	,,	Hazaribagh Road.	Gujhandi ...	...	(c) (d) 32·84	32·84	19-11-17	E. I. Ry. Co.	
		Gurpa ...	Bandhua ...	...	(c) (d) 18·98	18·98	19-11-17		
		Portions of Grand Chord line		...	(c) (d) 40·59	40·59	19-11-17		
				...	(c) (d) 6·27	6·27	24-7-18		
				3·70	119·50	131·20			
Great Indian Peninsula	,,	Amla ...	Nagpur ...	(j) 103·74	...	103·74	8-6-08	G. I. P. Ry. Co.	(j) Work commenced, but subsequently closed down.
		Tank Bundar	Victoria Terminus.	(c) (k) 2·12	2·12	4·24	6-3-12		(k) This is an overhead connection of the Harbour Branch Extension.
				105·86	2·12	107·98			
Total 5' 6" ...	...	...	...	408·31	144·55	555·86			
Burma	3' 3¾"	Pyinmana ...	Minbyin ...	(c)28·92	...	28·92	24-1-18	B. Rys. Co	
Lucknow-Bareilly ...	,,	Tanakpur ...	Barmdeo ...	3·93	...	3·93	6-12-18	B. & K. Ry. Co.	
Madras and Southern Mahratta.	,,	Koregaon ...	Satara ...	c)12·00	...	12·00	18-1-19	M. & S. M. Ry. Co.	
Southern Shan States	,,	Aungban ...	Yawnghwe ...	(c)34·25	...	34·25	23-7-09	B. Rys. Co.	
Total 3' 3¾" ...	...	...	...	79·10	...	79·10			
Jubbulpore Gondia Extension.	2' 6"	Khirsadoh ...	Sirgora ...	(g) 8·43	...	8·43	24-6-04	B. N. Ry. Co.	
Total 2' 6" ...	...	...	...	8·43	...	8·43			
Total II ...	...	...	...	490·84	144·55	643·39	...		
III (A).—BRANCH LINE COMPANIES' RAILWAYS UNDER GUARANTEE TERMS, WORKED BY THE BRANCH LINE COMPANIES.									
Futwah-Islampur Light	2' 6"	Futwah ...	Islampur ...	(c)27·00	...	27·00	24-9-15	F. I. Lt. Ry. Co.	

APPENDIX 3—*contd.*

Mileage sanctioned or under construction on the 31st March 1919.

Name of railway.	Gauge.	Section sanctioned.		Mileage sanctioned.			Date of sanction.	Agency for construction.	Remarks.
		From	To	Single line. (Route mileage.)	Second, third, etc., lines, as the case may be.	Total track (excluding sidings.)			
1	2	3	4	5	6	7	8	9	10
III (B)—BRANCH LINE COMPANIES' RAILWAYS UNDER GUARANTEE TERMS, WORKED BY THE MAIN LINE.									
Chaparmukh-Silghat ...	2' 3½"	Chaparmukh...	Silghat ...	(a)52·30	...	52·30	5-10-15	A. B. Ry. Co.	(a) Work closed down.
Katakhal-Lalabasar ...	,,	Katakhal ...	Lalabazar ...	(a)23·30	...	23·30	9-3-16		
Total III(B) ...	...	...	...	76·10	...	76·10			
IV (B)—BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE TERMS, WORKED BY THE MAIN LINE.									
Panposh-Raipura ...	5' 6"	Panposh ...	Raipura ...	(b)14·30	...	14·30	10-1-17	B. N. Ry. Co.	(b) Work commenced.
Larkhana-Jacobabad ...	2' 6"	Larkhana ...	Jacobabad ...	(c)75·45	...	75·45	9-3-16	L. J. (Sind) Lt. Ry. Co.	(c) Not commenced.
Mayurbhanj Extension	,,	Baripada ...	Talband ...	(a)38·71	...	38·71	11-9-15	B. N. Ry. Co.	
Total 2' 6" ...	...	...	...	114·16	...	114·16			
Total IV(B) ...	...	...	...	128·46	...	128·46			
VIII.—UNASSISTED COMPANIES' LINES.									
Ambaji-Tarauga ...	2' 6"	Varetha Junct.	Baroda Frontier	(b)1·64	...	1·64	8-7-11	A. T. Lt. Ry. Co.	
		Baroda Frontier	Samaia ...	(b)18·86	...	18·86			
Total VIII ...	...	...	...	20·50	...	20·50			
IX.—DISTRICT BOARD LINES.									
Manamadura-Sivaganga	2' 3½"	Manamadura...	Sivaganga ...	(c)12·43	...	12·43	2-12-15	S. I. Ry. Co.	
Tanjore District Board	,,	Mayavaram ...	Tranquebar ...	(c)17·96	...	17·96	15-12-15		
		Tirutturaipundi	Vedaraniem ...	(b)23·12	...	23·12	15-10-12		
				41·08	...	41·08			
Tinnevelly-Tiruchendur	,,	Tinnevelly ...	Tiruchendur...	(a)38·18	...	38·18	16-7-15		
Total IX ...	...	...	...	91·69	...	91·69			

APPENDIX 3—*concld.*

Mileage sanctioned or under construction on the 31st March 1919.

Name of railway.	Gauge.	Section sanctioned.		Mileage sanctioned.			Date of sanction.	Agency for construction.	Remarks.
		From	To	Single line (Route mileage).	Second, third, etc., lines, as the case may be.	Total track (excluding sidings.			
1	2	3	4	5	6	7	8	9	10
XI.—INDIAN STATE LINES WORKED BY INDIAN STATES.									
Bhavnagar State ...	3′ 3½″	Savar Kundla...	Mahuva ...	(a) 54·30	...	54·30	16-6-15	Bhavnagar Durbar.	(a) Work commenced.
		Dongar ...	Port Albert Victor.						
				54·30	...	54·30			
Bikaner ...	,,	Bikaner ...	Kolayat ...	(b)27·03	...	27·03	22-10-15	J. B. Ry.	(b) Not commenced.
		Hanumangarh	Sadulpur ...	(b)105·00	...	105·00			
				132·03	...	132·03			
Chickjajur-Chitaldrug...	,,	Chickjajur ...	Chitaldrug ...	(a)20·90	...	20·90	23-1-14	Mysore Durbar.	
Jodhpur	,,	Marwar Juncn.	Sanderao ...	(c)77·83	...	77·83	10-7-14	J. B. Ry.	(c) Work commenced on 21·50 miles.
Junagad State ...	,,	Talala ...	Una ...	(d)42·08	...	42·08	16-6-15	Junagad Durbar.	(d) Work commenced on 12·42 miles.
Okhamandal ...	,,	Kuranga ...	Arthara ...	(e)37·02	...	37·02	5-6-13	Baroda Durbar.	(e) Work closed down.
Shimoga-Arasalu ...	,,	Shimoga ...	Arasalu ...	(a)26·80	...	26·80	28-6-18	Mysore Durbar.	
Total 3′ 3½″ ...	...	.....	.....	390·96	...	396·96			
Cutch State ...	2′ 6″	Anjar ...	Bachan ...	e)23·75	...	23·75	20-11-13	Cutch Durbar.	
Dholpur-Bari ...	,,	Dholpur ...	Rajakhera ...	b)22·34	...	22·34	8-8-18	Dholpur Durbar.	
Total 2′ 6″ ...	...	.....	.....	46·09	...	46·09			
Agasanhadlu-Benkipur	2′ 0″	Agasanhadlu	Benkipur ...	(a)24·74	...	24·74	2-7-18	Mysore Durbar.	
Kammangundi-Benkipur	,,	Kammangundi	Benkipur ...	(a)22·96	...	22·96	2-7-18		
Tarikere-Narasimharajapura.	,,	Tadasa ...	Hebbe ...	(a)9·58	...	9·58	27-8-17		
Total 2′ 0″ ...	...	.....	.....	5·728	...	57·28			
Total XI ...	...	...	...	494·33	...	491·33	...		
XII—INDIAN STATE LINES WORKED BY THE MAIN LINE.									
Gaekwar's Mehsana ...	3′ 3½″	Khalipur ...	Khakhal ...	(b)17·22	...	17·22	15-3-12	Baroda Durbar.	
		Wagrod ...	Kharoda ...	(b)12·44	...	12·44	14-1-13		
				29·66	...	29·66	...		
Jaipur State ...	,,	Palsana ...	Sikar ...	(f)16·80	...	16·80	5-10-14	Jaipur Durbar.	(f) Work postponed.
		Sikar ...	Jhunjhun	(f)39·85	...	39·85	15-6-16		
				56·65	...	56·65			
Secunderabad-Gadwal...	,,	Wanaparti Rd.	Gadwal ...	(f)13·45	...	13·45	27-2-14	N. G. S. Ry. Co.	
		Secunderabad...	Falknuma ...	...	(g)8·89	8·89	...		(g) Second track.
				13·45	8·89	22·34			
Trichinopoly-Pudukkottai.	,,	Trichinopoly...	Pudukkottai...	(b)31·93	...	31·93	4-8-16	S. I. Ry. Co.	
Vijapur-Kalol-Kadi ...	,,	Bhoyani Road	Bechraji ...	(a)22·12	...	22·12	5-8-16	Baroda Durbar.	(h) Held in abeyance.
Total 3′ 3½″ ...	...	.....	...	153·81	8·89	162·70			
Bilimora-Kalamba ...	2′ 6″	Mahuva ...	Anaval ...	(h)17·91	...	17·91	11-5-14	,,	
Gaekwar's Dabhoi ...	,,	Motipura ...	Tankhala ...	(a)26·29	...	26·29	25-2-14	,,	
		Choranda ...	Koral ...	a)11·68	...	11·68	29-6-17		
				37·97	...	37·97			
Kosamba-Zankhvav ...	,,	Zankhvav ...	Bardipada ...	(i)22·57	...	22·57	23-3-14	,,	(i) Dropped for the present.
Navsari-Kamrej Light...	,,	Navsari ...	Kamrej ...	(h)20·00	...	20·00	4-2-14	,,	
Total 2′ 6″ ...	...	...	...	98·45	...	98·45			
Total XII ...	...	...	...	252·26	8·89	261·15			
Grand Total ...	...	...	...	1,803·30	282·47	2,098·30			

APPEN

(i) Capital outlay during, and (ii) total capital

Railways.	Gauge.	Capital outlay on final heads during the financial year (in thousands of rupees).				Total capital outlay on final heads (excluding ferries).	
		On new lines, i.e., lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8
I.—STATE LINES WORKED							
Eastern Bengal	5′ 6″	...	3,49	18,10	21,59	21,81,13	2,01
Eastern Bengal	3′ 3½″ & 2′ 6″	...	—16,33	—1,51	—17,84	12,66,60	...
North Western, Commercial section	5′ 6″	...	70,22	71,16	1,41,38	64,08,73	...
" " Military	"	43,86	8,35	40,44	92,65	19,48,27	1,52,52
Kalka-Simla	2′ 6″	...	...	25	25	1,96,13	...
Kohat-Thal	"	...	...	...	...	42,08	...
Nowshera-Durgai	"	...	...	18	18	26,66	...
Trans Indus (Kalabagh-Bannu)	"	6,76	52	6,00	13,28	1,03,73	9,06
Oudh and Rohilkhand	5′ 6″	...	1,30	5,48	6,78	21,11,85	...
Cawnpore-Burhwal	3′ 3½″						
Jorhat (Provincial)	2′ 0″	...	...	...	...	10,54	...
United Provinces Distillery Siding (Provincial)	3′ 3½″	1,00	...	...	1,00	...	1,00
Total	...	51,62	67,55	1,40,10	2,59,27	1,42,98,44	1,64,59

Note 1.—In this statement the figures in the column headed "Equivalent in sterling" have been calculated in the following manner:—

(i) In the case of railways purchased from the old Guaranteed Companies * the outlay since purchase, as recorded in rupees in India has been converted at Rs. 15=£1 and added to the sterling capital issued by the Companies before purchase.

* East Indian.
Eastern Bengal.
Oudh and Rohilkhand.
Sindh, Punjab and Delhi (North Western).
South Indian.
Great Indian Peninsula.
Bombay, Baroda and Central India.
Madras (now included under the Madras and Southern Mahratta and South Indian railway systems).

(ii) In the case of railways constructed from State funds as well as in the case of lines purchased † out of funds provided by the State for the construction of railways, the total expenditure as recorded in rupees in India has been converted at Rs. 15=£1.

† Nilgiri (South Indian railway).
Sagauli-Raxaul (Tirhoot railway).
Brahmaputra-Sultanpur (Eastern Bengal railway).
Ranaghat-Krishnagar (Eastern Bengal railway).

(iii) In the case of Companies' lines, and those guaranteed under modern contracts ‡, branch lines and private Companies' lines, as well as Indian State lines and lines in Foreign territory, if the capital was raised or advanced by the State in sterling, the sterling figures have been taken. And if it was raised or advanced in rupees the expenditure has been converted at Rs. 15=£1.

‡ Assam-Bengal.
Bengal-Nagpur.
Bengal Central (Eastern Bengal railway).
Burma.
Indian Midland (Great Indian Peninsula railway).
Lucknow-Bareilly.
Mysore.
Madras and Southern Mahratta.

DIX 4.

outlay to end of, the financial year 1918-19.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 15 & 16).		REMARKS.
Open (calculated on mileage in column 7 of Appendix 2.)	Of single track including sidings (calculated on mileage in column 10 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	
9	10	11	12	13	14	15	16	17	18	19
BY THE STATE.										
3,84	1,98	22,96	...	1,76,12	...	23,80,21	2,01	23,82,22	25,540	
1,25	98	22,11	...	...	...	12,88,71	...	12,88,71		
2,52	1,51	39,07	...	2,96,87	...	67,34,67	...	67,34,67	64,581	
1,55	1,20	2,63	...	...	7,48	19,50,90	1,60,00	21,10,90		
3,31	2,86	...	...	...	...	1,98,13	...	1,98,13		
69	62	...	...	...	...	42,80	...	42,80		
66	57	28	...	...	...	26,94	...	26,94		
76	70	5,57	...	3	2,50	1,09,33	11,56	1,20,89		
1,34	1,09	...	...	53,80	...	21,65,65	...	21,65,65	17,563	
32	31	...	...	37	...	10,91	...	10,91	73	
...	...	...	...	...	...	...	1,02	1,02	7	
...	...	92,62	...	5,17,19	9,98	1,49,08,25	1,74,57	1,50,82,84	107,764	

NOTE 2.—The Premia paid in purchase of companies' lines are as under:—

			Rs.
East Indian railway	6,550,000 @ Rs. 15 = £1	=	9,82,50,000
Eastern Bengal railway	1,136,437 "	=	1,70,46,555
Sindh, Punjab and Delhi railway	2,933,804 "	=	4,40,07,060
South Indian railway	989,277 "	=	1,48,39,155
Oudh and Rohilkhand railway	1,036,049 "	=	1,55,40,735
Great Indian Peninsula railway	14,859,219 "	=	22,28,88,270
Bombay, Baroda and Central India railway	4,135,280 "	=	6,20,29,200
Madras railway	2,561,928 "	=	3,84,28,920

APPEN

(i) *Capital outlay during, and (ii) total capital*

Railways.	Gauge.	Capital outlay on final heads during the financial year (in thousands of rupees). On new lines, i.e., lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Total capital outlay on final heads (excluding ferries). Open.	Under construction.
1	2	3	4	5	6	7	8
II.-STATE LINES WORKED							
Bengal-Nagpur	5′ 6″	81	6,00	16,01	22,82	35,29,08	3,24
Gondia-Chanda	2′ 6″						
Jubbulpore-Gondia Extension	,,						
Nagpur-Chhindwara	,,	...	—8,96	96	—8,00	4,82,70	...
Purulia-Ranchi	,,						
Raipur-Dhamtari	,,						
Tumsar-Tirodi Light	2′ 0″	...	...	8	8	10,12	...
Bombay, Baroda and Central India *	5′ 6″	...	1,64	18,06	19,70	24,96,48	...
Bombay, Baroda and Central India	3′ 3½″	...	13,52	5,96	19,48	16,71,51	...
Palanpur-Deesa							
Broach-Jambusar	2′ 6″	...	...	—4	—4	14,13	...
East-Indian	5′ 6″	...	4,48	32,06	36,54	71,30,80	...
South Bihar	,,	...	...	...	...	1,19,77	...
Great Indian Peninsula	,,	—4,88	—2,47	44,88	42,47	64,01,69	1,36,02
Agra-Delhi Chord	,,	...	...	28	28	1,48,96	...
Baran-Kotah	,,	...	...	34	34	49,51	...
Bhopal-Itarsi (British section)	,,	...	...	36	36	41,31	...
Cawnpore-Banda	,,	...	...	52	52	80,40	...
Madras and Southern Mahratta	,,	...	3,71	6,09	9,80	18,53,94	...
Madras and Southern Mahratta	3′ 3½″	...	—1,79	1,88	9	13,57,80	...
Alnavar Dandeli (Provincial)	,,	...	...	4,79	4,79	7,46	...
Dhone-Kurnool	,,	...	...	...	...	10,18	...
Mysore section (M. and S. M.)	,,	...	10	93	1,03	1,88,32	...
Bezwada extension	5′ 6″	...	...	1	1	12,50	...
South Indian	,,	...	11	—3	8	7,03,21	...
South Indian	3′ 3½″	...	—7,19	3,67	—3,52	9,60,18	...
Nilgir	,,	...	...	4	4	31,79	...
Morappur-Hosur	2′ 6″	...	...	—1	—1	29,57	...
Tirupattur-Krishnagiri	,,	...	...	1	1	10,80	...
Tinnevelly-Quilon (Travancore) (British section)	3′ 3½″	...	...	...	...	43,68	...
Tinnevelly-Quilon (Travancore) (Indian State section)	,,	...	...	55	55	1,66,56	...
Carried over	...	—4,07	14,09	1,37,40	1,47,42	2,76,02,45	1,39,26

DIX 4—*contd.*

outlay to end of the financial year 1918-19.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).

Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 15 & 16).		
Open (calculated on mileage in column 7 of Appendix 2).	Of single track including sidings (calculated on mileage in column 10 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	
9	10	11	12	13	14	15	16	17	18	19
BY COMPANIES.										
1,87	1,40	47,53	...	1,26,96	...	37,05,59	3,24	37,08,83		
60	55	...	...	...	...	4,82,70	...	4,82,70	28,848	
20	19	...	...	...	...	10,12	...	10,12		
2,50	1,55	...	...	69,75	...	25,66,23	...	25,66,23		* Includes the capital outlay on the Pafri branch (Rs. 8,06,405).
91	75	...	...	85,93	...	17,57,44	...	17,57,44	31,549	
48	43	...	...	...	...	14,13	...	14,13		
2,79	1,66	2,84	...	1,41,67	...	72,69,63	...	72,69,63	56,656	
1,51	1,36	...	...	...	...	1,19,77	...	1,19,77	793	
3,50	1,50	...	...	3,85,50	...	65,87,19	1,36,02	67,23,21	52,934	
1,18	83	...	...	...	...	1,48,96	...	1,48,96	993	
1,23	1,13	...	...	...	...	49,51	...	49,51	330	
3,26	...	...	...	...	...	41,31	...	41,31	275	† Includes the expenditure on the Indian State section.
1,06	96	...	...	...	...	80,40	...	80,40	536	
1,80	1,44	...	...	54,86	...	19,08,80	...	19,08,80	25,406	
89	80	...	...	26,02	...	18,83,82	...	18,83,82		
38	35	...	...	...	...	7,46	...	7,46	50	
32	29	...	...	...	...	10,18	...	10,18	68	
64	57	...	...	4,91	...	1,98,23	...	1,98,23	1,419	
62	54	...	...	...	...	12,50	...	12,50	83	
1,58	1,36	...	...	15,81	...	7,19,02	...	7,19,02		
1,09	91	28,65	...	40,09	...	10,28,92	...	10,28,92		
2,82	2,45	...	...	2,23	...	84,07	...	84,07	14,964	
40	38	...	...	57	...	30,14	...	30,14		
42	39	...	...	28	...	11,08	...	11,08		
33	...	...	...	...	...	43,63	...	43,63	1,412	
1,74	...	21	...	1,33	...	1,63,15	...	1,63,15		
...	...	73,55	...	7,56,93	...	2,34,34,93	1,39,26	2,35,73,29	2,16,341	

APPEN

(i) *Capital outlay during, and (ii) total capital*

Railways.	Gauge.	Capital outlay on final heads during the financial year (in thousands of rupees).				Total capital outlay on final heads (excluding ferries).	
		On new lines, i.e., lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8
II.—STATE LINES WORKED							
Brought forward		—4,07	14,09	1,37,40	1,47,42	2,76,62,45	1,39,26
Assam-Bengal	3' 3½"	...	12,49	6,70	19,19	16,18,64	...
Tinsukia	"	...	—12,06	3,56	—8,50	7,66,00	...
Burma	"	80	—11,68	3,65	—7,23	17,08,14	80
Burma extensions	"	...	—78	—1	—79	2,15,80	26
Southern Shan States	"	2,34	12	18	2,64	1,53,06	3,05
Jodhpur-Hyderabad (British section)	"	...	...	29	29	45,21	...
Lucknow-Bareilly	"	15	96	—2,13	—1,02	1,89,95	15
Total	...	—78	3,14	1,49,64	1,52,00	3,22,99,25	1,43,52
Unclassified Expenditure	...	...	...	...	...	...	...
Total State Railways	...	50,84	70,69	2,89,74	4,11,27	4,65,97,69	3,06,11
III.—BRANCH LINE COMPANIES' RAILWAYS							
A.—Worked by the Branch							
Ahmadpur-Katwa	2' 6"	...	...	8	8	19,25	...
Arakan Light	"	...	3,25	3,71	6,96	23,14	...
Bankura-Damoodar River	"	...	—8	8	...	35,20	...
Burdwan-Katwa	"	...	...	—10	—10	17,83	...
Futwah-Islampur	"	43	...	...	43	...	6,89
Kalighat-Falta	"	...	...	4	4	17,15	...
Total	...	43	2,17	3,81	6,41	1,17,56	6,89
B.—Worked by							
Hardwar-Dehra	5' 6"	...	...	13	13	30,54	...
Chaparmukh-Silghat	3' 3½"	1,10	...	...	1,10	...	22,70
Katakhal-Lalabazar	"	17	...	...	17	...	3,38
Dasghara-Jamalpurganj	2' 6"	...	...	2	2	2,43	...
Total	...	1,27	...	15	1,42	32,97	26,08

DIX 4—*contd.*

outlay to end of the financial year 1918-19.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 15 & 16)		REMARKS.
Open (calculated on mileage in column 7 of Appendix 2).	Of single track, including sidings (calculated on mileage in column 10 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	
9	10	11	12	13	14	15	16	17	18	19
BY COMPANIES—*contd.*										
...	...	73,55	...	7,58,03	...	2,84,34,03	1,39,26	2,85,73,29	216,341	
1,36	1,56	69,62	...	21,03	...	17,09,34	...	17,09,34	11,234	
94	76	11,46	...	20,39	...	7,98,35	...	7,98,35	5,332	
1,27	95	15,38	...	51,63	...	17,75,15	80	7,75,95		
1,15	92	2,41	...	...	...	2,18,21	26	2,18,47	14,097	
2,20	1,98	...	...	72	...	1,58,78	3,05	1,56,83		
36	32	26	...	...	...	45,47	...	45,47	303	
61	51	...	...	10,16	...	2,00,11	15	2,00,26	1,360	
...	...	1,72,63	...	8,62,51	...	3,33,34,44	1,43,53	3,34,77,96	248,657	
...	...	...	...	...	...	...	...	59,72	398	
...	...	2,65,80	...	13,79,70	9,98	4,82,42,69	3,16,09	4,85,20,52	356,819	
UNDER GUARANTEE TERMS.										
Line Company.										
58	56	...	...	41	...	19,66	...	19,66	131	
15	15	...	...	78	...	28,87	...	28,87	192	
59	55	...	...	23	...	35,43	...	35,43	236	
70	62	...	...	27	...	18,09	...	18,09	121	
...	...	...	...	...	4	...	6,86	6,86	46	
68	60	...	...	45	...	17,60	...	17,60	117	
...	...	...	...	2,09	4	1,19,65	6,86	1,26,51	843	
the Main Line.										
85	83	...	...	...	...	30,54	...	30,54	204	
...	...	...	...	...	12	...	22,82	22,82	152	
...	...	...	...	...	20	...	3,58	3,58	24	
29	27	...	...	14	...	2,57	...	2,57	17	
...	...	...	...	14	32	33,11	26,40	59,51	397	

(i) Capital outlay during, and (ii) total capital

Railways.	Gauge.	Capital outlay on final heads during the financial year (in thousands of rupees). On new lines, i.e., lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Total capital outlay on final heads (excluding ferries). Open.	Under construction.
1	2	3	4	5	6	7	8
IV.—BRANCH LINE COMPANIES'							
A.—Worked by the Branch							
Champaner-Shivrajpur-Pani Light	2' 6"	...	...	5	5	16,30	...
Godhra-Lunavada	"	...	1	9	10	13,07	...
Nadiad-Kapadvanj	"	...	...	—3	—3	13,18	...
Total	...	...	1	11	12	42,55	...
B.—Worked by							
Panposh-Raipura	5' 6"	5,62	...	...	5,62	...	11,56
Mayurbhanj Extension	2' 6"	78	...	...	78	...	10,51
Tapti Valley	5' 6"	...	...	2	2	1,32,39	...
Ahmedabad-Dholka	3' 3½"	...	...	...	...	11,18	...
Ahmedabad-Parantij	"	...	...	...	...	37,23	...
Sara-Sirajganj	5' 6"	...	...	25	25	86,67	...
Mymensingh-Jamalpur-Jagannathganj	3' 3½"	...	...	3	3	26,83	...
Khulna-Bagerhat	2' 6"	...	14	1,54	1,68	7,94	...
Dhond-Baramati	"	...	2	10	12	11,73	...
Ellichpur-Yeotmal and Pulgaon-Arvi	"	...	17	—16	1	33,61	...
Pachora-Jamner	"	...	—5	2,77	2,72	16,65	...
Amritsar-Patti	5' 6"	...	...	...	...	31,26	...
Jullundur-Mukerian	"	...	...	1,68	1,68	30,53	...
Mandra-Bhaun	"	...	...	2	2	21,55	...
Phagwara-Rahon	"	...	...	17	17	25,75	...
Sialkot-Narowal	"	...	...	—15	—15	25,05	...
Southern Punjab (Main line)	"	...	...	1,55	1,55	2,75,40	...
Southern Punjab (Jullundur Doab)	"	...	...	12	12	1,32,56	...
Southern Punjab (Ludhiana extension)	"	...	...	...	...	93,29	...
Southern Punjab (Sutlej Valley)	"	...	...	—1	—1	1,53,12	...
Jacobabad-Kashmor	2' 6"	...	44	—13	31	22,16	...
Larkhana-Jacobabad	"	51	...	...	51	...	3,82
Darjeeling-Himalayan Extensions	2' 0"	...	—2	72	70	54,48	...
Matheran Light	"	...	...	6	6	11,49	...
Total	...	6,91	70	3,53	16,14	12,99,86	25,89

DIX 4—*contd.*

outlay to end of the financial year 1918-19.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 15 & 16).		REMARKS.
Open (calculated on mileage in column 7 of Appendix 2).	Of single track, including sidings (calculated on mileage in column 10 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	
9	10	11	12	13	14	15	16	17	18.	19
RAILWAYS UNDER REBATE TERMS.										
Line Company.										
59	49	...	...	...	...	16,80	...	16,80	109	
51	48	...	...	...	...	13,07	...	13,07	97	
47	44	...	...	1,81	...	14,99	...	14,99	100	
...	...	...	...	1,91	...	44,36	...	44,36	296	
the Main Line.										
...	...	...	...	...	1	...	11,57	11,57	77	
...	...	...	...	...	...	...	10,51	10,51	70	
85	80	...	...	...	...	1,32,39	...	1,32,39	883	
33	31	...	...	...	...	11,18	...	11,18	75	
42	36	...	...	...	...	37,23	...	37,23	248	
1,64	1,09	...	...	...	...	86,67	...	86,67	578	
48	41	...	...	...	...	26,83	...	26,83	179	
40	37	2	...	...	...	7,96	...	7,96	53	
48	40	...	...	1	...	11,74	...	11,74	78	
60	55	...	...	42	...	84,03	...	84,03	560	
48	44	...	...	...	...	16,65	...	16,65	1,11	
58	50	...	...	...	...	31,26	...	31,26	208	
68	63	...	...	...	...	30,52	...	30,52	203	
46	43	...	...	...	...	21,55	...	21,55	144	
57	51	...	...	...	...	25,75	...	25,75	172	
66	59	...	...	...	...	25,05	...	25,05	167	
65	55	...	...	...	...	2,75,40	...	2,75,40	1,836	
1,02	90	...	...	...	...	1,32,56	...	1,32,56	884	
61	55	...	...	...	...	93,29	...	93,29	622	
...	...	...	...	...	...	1,53,12	...	1,53,12	1,021	
29	28	...	...	...	...	22,16	...	22,16	148	
...	...	...	...	...	6	...	3,88	3,88	26	
57	55	...	...	...	...	54,48	...	54,48	3,63	
91	83	...	...	...	...	11,49	...	11,49	77	
...	...	2	...	43	7	12,91,81	25,96	13,17,27	8,783	

(*i*) *Capital outlay during, and* (*ii*) *total capital*

Railways.	Gauge.	Capital outlay on final heads during the financial year (in thousands of rupees). On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Total capital outlay on final heads (excluding ferries). Open.	Under construction.
1	2	3	4	5	6	7	8
V.—BRANCH LINE COMPANIES' RAILWAYS							
Mymensingh-Bhairab Bazar	3′ 3⅜″	...	...	7,65	7,65	1,02,79	...
Total	...	...	...	7,65	7,65	1,02,79	...
VI.—COMPANIES' LINES SUBSIDIZED							
Delhi-Umballa-Kalka	5′ 6″	...	...	66	66	1,95,93	...
Bengal and North-Western*	3′ 3⅜″	...	—11,77	—5,70	—17,47	9,25,58	4
Bengal Dooars Extensions*	,,	66	...	28	94	1,00,64	5,72
Mirpur Khas-Jhudo*	,,	...	...	1	1	7,33	...
Mirpur Khas-Khadro*	,,	...	...	1	1	8,24	...
Rohilkund and Kumaon	,,	...	1,43	—2,99	—1,56	1,66,59	...
Powayan Light*	2′ 6″	...	...	...	...	8,95	...
Barsi Light*	,,	...	—1	5	4	84,51	...
Dehri-Rohtas Light	,,	...	41	15	56	7,04	...
Shahdara (Delhi)-Saharanpur Light*	,,	...	...	10	10	43,94	...
Total	...	66	—9 94	—7,43	—16,71	15,48,75	5,76
VII.—COMPANIES' LINES SUBSIDIZED							
Dibru-Sadiya	3′ 3⅜″	...	27	2,91	3,18	1,18,88	...
Darjeeling-Himalayan	2′ 0″	...	...	1	1	41,25	...
Total	...	...	27	2,92	3,19	1,60,08	...
VIII.—UNASSISTED							
Ledo and Tikak-Margherita Colliery	3′ 3⅜″	...	...	...	...	16,94	...
Ambaji-Taranga Light	2′ 6″	1,25	...	...	1,25	...	9,94
Bengal Provincial	,,	...	...	2	2	11,45	...
Madaya Light	,,	...	...	...	...	Information not	
Jagadhri Light	2′ 6″	...	...	...	...	1,10	...
Kulasekarapatnam Light	,,	...	32	1,89	2,21	5,67	...
Total	...	1,25	32	1,91	3,48	35,16	9,94

DIX 4—*contd.*

outlay to end of the financial year 1918-19.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).

Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 15 & 16).		REMARKS
Open (calculated on mileage in column 7 of Appendix 2).	Of single track, including sidings (calculated on mileage in column 10 of Appendix 21.	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of (pounds).	
9	10	11	12	13	14	15	16	17	18	19
UNDER GUARANTEE AND REBATE TERMS.										
1,02	92	...	...	4,48	...	1,07,27	...	1,07,27	715	
...	...	...	...	4,48	...	1,07,27	...	1,07,27	715	
BY THE GOVERNMENT OF INDIA.										
95	82	...	...	...	...	1,95,93	...	1,95,93	1,306	
76	63	24,02	...	18,46	...	9,63,06	4	9,63,10	6,673	*Receives land only from Government.
86	78	...	...	3,64	4	9,04,28	5,76	1,10,04	734	
15	14	...	...	...	...	7,33	...	7,33	49	
17	16	...	...	...	...	8,24	...	8,24	55	
64	57	...	...	...	...	1,66,59	...	1,66,59	1,145	
28	23	...	...	...	...	†8,95	...	8,95	60	† Includes an expenditure of Rs. 6,18,986 incurred prior to the transfer of the working of the line to the Rohilkund and Kumaon Railway Company.
72	63	...	...	1,77	...	86,28	...	86,28	575	
30	25	...	...	36	...	7,40	...	7,40	49	
47	43	...	...	1,26	...	45,20	...	45,20	301	
...	...	24,02	...	20,49	4	15,98,26	5,80	15,99,06	10,947	
BY LOCAL GOVERNMENTS.										
1,33	1,13	23	...	1,50	...	1,20,56	...	1,20,56	804	
81	70	...	...	5,02	...	46,27	...	46,27	308	
...	...	23	...	6,52	...	1,66,83	...	1,66,83	1,112	
COMPANIES' LINES.										
3,06	93	...	...	...	...	16,94	...	16,94	113	
...	...	...	...	...	...	...	9,94	9,94	66	
34	32	1	...	50	...	11,96	...	11,96	80	
available.	...	...	...	...	...	...	...	...	...	
33	29	...	...	2	...	1,12	...	1,12	7	
18	18	...	...	...	...	5,67	...	5,67	38	
...	...	1	...	52	...	85,69	9,94	45,63	304	

(i) Capital outlay during, and (ii) total capital

Railways.	Gauge.	Capital outlay on final heads during the financial year (in thousands of rupees).				Total capital outlay on final heads (excluding ferries).	
		On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6.	7	8
							IX.—DISTRICT
Tenali-Repalle	5′ 6″	...	...	—1	—1	14,85	...
Bezwada-Masulipatam	3′ 3⅜″	...	...	18	18	22,47	...
Podanur-Pollachi	,,	...	...	2	2	11,39	...
Tanjore District Board	,,	—7	...	4	—3	54,41	11,57
Suramangalam-Salem	5′ 6″	...	...	7	7	4,79	...
Tinnevelly-Tiruchendur	3′ 3⅜″	2	...	...	2	...	7,09
Total	...	—5	...	30	25	1,07,91	18,66
							X.—COMPANIES' LINES SUBSIDIZED
Bengal Doears	3′ 3⅜″	...	...	...	...	31,59	...
Arrah-Sasaram Light	2′ 6″	...	...	...	...	22,89	...
Baraset-Basirhat Light	,,	...	...	...	...	23,34	...
Bukhtiarpur-Bihar Light	,,	...	...	...	...	13,50	...
Jessore-Jhenidah	,,	...	16	22	38	14,25	...
Tezpore-Balipara Light	,,	...	...	...	...	4,87	...
Howrah-Amta Light	2′ 0″	...	—18	...	—18	25,48	...
Howrah-Sheakhala Light	,,	...	—17	...	—17	7,21	...
Total	...	...	—19	22	3	1,42,63	...
							XI.—INDIAN STATE LINES WORKED
Bhavnagar State	3′ 3⅜″	1,18	5	5	1,28	1,18,64	2,26
Dharangadra	,,	...	...	—9	—9	13,84	...
Chickjajur Chitaldrug	,,	1,18	...	...	1,18	...	1,42
Gondal-Porbandar State	,,	...	...	30	30	78,27	...
Jetalsar-Rajkot	,,	...	...	18	18	16,50	...
Khijadiya-Dhari	,,	...	...	4	4	18,94	...
Jamnagar	,,	...	...	12	12	26,70	...
Jodhpur	,,	3	—55	2,51	1,99	1,96,22	20
Bikaner	,,	...	—20	15	—5	1,20,88	11
Pipar-Bilara Light	2′ 0″	...	...	...	...	2,90	...
Junagad State	3′ 3⅜″	25	7	2,56	2,88	71,37	25
Morvi (including 2′ 6″ gauge)	,,	...	12	1	13	52,77	...
Mysore-Arsikere	,,	...	2,72	4,24	6,96	83,80	...
Okhamandal	,,	—87	...	...	—87	...	3,05
Udaipur-Chitorgarh	,,	...	2	...	2	22,86	...
Cutch State	2′ 6″	...	...	1	1	10,95	49
Dholpur-Bari, including Mohari-Barauli Section	,,	...	...	8	8	13,00	...
Kolar District	2′ 0″	...	43	24	67	18,61	...
Agasanhadlu-Benkipur Light	,,	15	...	...	15	...	15
Gwalior Light	,,	...	17	46	63	76,55	...
Kammangundi-Benkipur Light	,,	11	...	...	11	...	11
Tumkero-Narasimharajapura	,,	42	11	52	1,05	5,12	53
Total	...	2,45	2,94	11,68	16,77	9,89,92	8,57

DIX 4—*contd.*

outlay to end of, the financial year 1918-19.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).

Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 15 & 16).		REMARKS.
Open (calculated on mileage in column 7 of Appendix 2).	Of single track including sidings (calculated on mileage in column 10 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds.)	
9	10	11	12	13	14	15	16	17	18	19
BOARDS' LINES.										
69	65	...	...	...	...	14,85	...	14,85	99	
43	38	...	...	...	...	22,47	...	22,47	150	
45	43	...	...	...	...	11,39	...	11,39	76	
49	44	...	...	...	16	55,41	11,73	66,14	441	
1,24	81	...	...	...	...	4,79	...	4,79	32	
...	...	...	...	...	3,17	...	10,26	10,26	69	
...	...	..	...	...	3,33	1,07,91	21,99	1,29,90	867	
BY DISTRICT BOARDS.										
87	76	1,35	...	...	...	32,94	...	32,94	213	
34	32	...	...	19	...	22,58	...	22,58	151	
45	41	...	...	56	...	23,90	...	23,90	159	
41	37	...	...	48	...	13,93	...	13,93	93	
39	37	...	...	13	...	14,38	...	14,38	96	
24	23	...	...	...	...	4,87	...	4,87	32	
58	52	...	...	1,54	...	27,02	...	27,02	180	
36	34	...	...	41	...	7,62	...	7,62	51	
...	...	1,35	...	3,26	...	1,47,24	...	1,47,24	975	
BY INDIAN STATES.										
58	51	...	...	3,95	4	1,22,59	2,30	1,24,89	833	
33	30	...	...	13	...	13,97	...	13,97	93	
...	...	...	...	...	53	...	1,95	1,95	13	
51	46	...	...	6,03	...	79,30	...	79,30	529	
36	32	...	...	3	...	16,53	...	16,53	110	
51	45	...	...	61	...	19,55	...	19,55	130	
47	44	...	...	1,05	...	24,75	...	24,75	165	
32	30	...	...	17,85	...	2,14,07	20	2,14,27	1,428	
24	23	...	...	2	...	1,20,90	11	1,21,01	807	
11	11	...	...	...	...	2,90	...	2,90	19	
53	48	...	...	5,97	...	77,34	25	77,59	517	
57	51	...	...	82	...	53,59	...	53,59	357	
81	77	...	...	6,73	...	90,53	...	90,53	604	
...	...	...	...	...	1,43	...	4,48	4,48	30	
34	32	...	...	...	...	22,86	...	22,86	152	
30	28	...	...	...	...	10,95	49	11,44	76	
25	23	...	...	...	...	13,00*	...	13,00	87	
29	28	...	...	71	...	19,32	...	19,32	129	
...	...	...	...	...	...	...	15	15	1	
31	29	...	...	...	...	76,55	...	76,55	510	
...	...	...	...	...	...	...	11	11	1	
19	19	...	...	64	1	5,76	54	6,30	42	
...	...	...	...	44,54	2,01	9,84,46	10,58	9,95,04	6,633	

* These figures do not include expenditure incurred by the Imperial Delhi Committee, prior to the opening of the Mohari-Barauli section.

APPEN

(i) Capital outlay during, and (ii) total capital

Railways.	Gauge.	Capital outlay on final heads during the financial year (in thousands of rupees). On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Total capital outlay on final heads (excluding ferries). Open.	Under construction
1	2	3	4	5	6	7	8
XII.—INDIAN STATE LINES WORKED							
Mourbhanj State	2′ 6″	...	...	...	...	7,27	...
Parlakimedi Light	″	...	...	...	...	7,67	...
Nagda-Ujjain	5′ 6″	...	...	...	...	22,55	...
Petlad-Cambay (Anand-Tarapur section)	″	...	...	—1	—1	12,73	...
Petlad-Cambay (Tarapur-Cambay section)	″	...	...	...	...	8,81	...
Gaekwar's Mehsana	3′ 3⅜″	...	...	30	30	69,34	...
Jaipur State	″	1,94	...	9	2,03	41,07	9,83
Palanpur-Deesa	″	...	...	...	...	1,85	...
Vijapur-Kalol-Kadi	″	91	...	...	91	16,32	5,65
Bilimora-Kalamba	2′ 6″	...	—19	33	14	15,65	...
Gaekwar's Dabhoi, including Bodeli-Chhota Udaipur	″	7,52	—4	1,51	8,99	79,82	27,09
Kosamba-Zankhvav	″	...	...	1	1	13,26	...
Petlad-Vaso	″	...	—27	32	5	9,05	...
Rajpipla State	″	...	10	5	15	17,28	...
Cooch Bihar State	3′ 3⅜″	...	...	—1	—1	19,72	...
Jind-Panipat (Indian State section)	5′ 6″	...	...	86	86	17,60	...
Bhopal-Itarsi (Indian State section)	″	...	...	...	...	50,00	...
Bhopal-Ujjain	″	...	...	8	8	79,08	...
Bina-Goona-Baran	″	...	...	15	15	1,00,69	...
Kolar Gold-fields	″	...	...	1	1	12,14	...
Birur-Shimoga	3′ 3⅜″	...	...	1	1	24,39	...
Carried over		10,37	—40	3,70	13,67	6,26,29	42,57

DIX 4—*contd.*

outlay to end of the financial year 1918-19.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 15 & 16).		
Open (calculated on mileage in column 7 of Appendix 2).	Of single track including sidings (calculated on mileage in column 10 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	REMARKS.
9	10	11	12	13	14	15	16	17	18	19
BY THE MAIN LINE.										
22	21	...	...	...	...	7,27	...	7,27	48	
31	29	...	...	...	...	7,67	...	7,67	51	
69	61	...	...	...	...	22,55	...	22,55	150	
59	51	...	...	10	...	12,83	...	12,83	86	
71	54	...	...	...	...	8,81	...	8,81	59	
43	38	...	...	...	...	69,34	...	69,34	462	
34	31	...	...	...	5,19	41,07	15,92	56,99	374	
25	†23	...	...	...	...	1,85	...	1,85	12	*The expenditure shown against this railway in this part represents the capital outlay incurred by the Palanpur Durbar. † Calculated on the outlay incurred by Government and the Palanpur Durbar.
35	32	...	...	...	1,00	16,32	6,65	22,97	153	
45	40	...	...	1	...	15,66	...	15,66	104	
38	35	...	...	48	3,25	80,30	30,34	1,10,64	738	
50	45	...	...	4	...	13,30	...	13,30	89	
47	40	...	...	...	...	9,05	...	9,05	60	
44	41	...	...	...	...	17,28	...	17,28	115	
60	56	4	...	...	...	19,76	...	19,76	132	
68	68	...	...	...	...	17,60	...	17,60	117	
1,12	‡1,29	...	...	...	...	50,00	...	50,00	333	‡ Including the British section.
70	65	...	...	...	...	79,08	...	79,08	527	
68	63	...	...	...	...	1,00,69	...	1,00,69	671	
1,23	78	...	...	...	...	12,14	...	12,14	81	
64	57	...	...	...	...	24,39	...	24,39	162	
...	...	4	...	63	9,44	6,26,96	52,01	6,78,97	4,524	

(i) *Capital outlay during, and (ii) total capital*

Railways.	Gauge.	Capital outlay on final heads during the financial year (in thousands of rupees). On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling stock.	On improvement of existing lines.	Total capital outlay.	Total capital outlay on final heads. (excluding ferries). Open.	Under construction.
1	2	3	4	5	6	7	8
XII.—INDIAN STATE							
Brought forward	...	10,37	—40	3,70	13,67	6,26,29	42,57
Hindupur (Yesvantpur-Mysore Frontier)	3' 3¾"	...	...	...	...	25,26	...
Kolhapur State	,,	...	...	2	2	23,26	...
Mysore-Nanjangud	,,	...	...	...	...	6,61	...
Sangli State	,,	...	...	...	...	1,83	...
Hingoli Branch	,,	...	...	—36	—36	31,64	...
Secunderabad-Gadwal	,,	...	1,24	4,10	5,34	80,89	9,84
Jammu and Kashmir (Indian State section)	5' 6"	...	...	...	...	10,60	...
Khanpur-Chachran	,,	...	...	...	...	14,00	...
Ludhiana-Dhuri-Jakhal	,,	...	...	44	44	42,61	...
Rajpura-Bhatinda	,,	...	...	—1,41	—1,41	74,37	...
Shoranur-Cochin	3' 3¾"	...	...	1	1	69,83	...
TOTAL	...	10,37	84	6,50	17,71	10,08,21	52,41
XIII.—COMPANIES' LINES GUARANTEED							
Nizam's Guaranteed State	5' 6"	...	—7	3,18	3,11	5,24,78	...
Hyderabad-Godavari Valley	3' 3¾"	...	9	2,73	2,82	3,18,62	...
Bangalore-Chik Ballapur Light	2' 6"	...	2	12	14	11,09	...
TOTAL	...	...	4	6,03	6,07	8,54,49	...
XIV.—LINES IN FOREIGN TERRITORY WORKED							
West of India Portuguese	3' 3¾"	...	...	—8	—8	1,94,39	...
Peralam-Karaikkal	,,	...	...	...	...	7,24	...
Pondicherry	,,	...	...	...	...	5,69	...
TOTAL	...	...	...	—8	—8	2,07,32	...
Total other Railways	...	23,29	—2,84	42,00	62,45	65,91,20	1,54,18
GRAND TOTAL	...	74,13	67,85	3,31,74	4,73,72	5,81,88,89	4,62,24

DIX 4—*concld.*

outlay to end of, the financial year 1918-19.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR (IN THOUSANDS OF RUPEES).										
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 15 & 16).		REMARKS.
Open (calculated on mileage in column 7 of Appendix 2).	Of single track including sidings (calculated on mileage in column 10 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	
9	10	11	12	13	14	15	16	17	18	19
LINES WORKED BY THE MAIN LINE—*concld.*										
...	...	4	...	63	9,44	6,26,96	52,01	6,78,97	4,524	
49	46	...	...	...	...	25,26	...	25,26	168	
80	75	...	...	...	...	23,28	...	23,28	155	
42	39	...	...	...	...	6,61	...	6,61	44	
37	35	...	...	...	...	1,83	...	1,83	12	
63	56	...	...	9	...	31,73	...	31,73	212	
78	73	...	...	7,41	...	88,30	9,84	98,14	654	
66	56	...	...	...	...	10,60	...	10,60	71	
64	55	...	...	...	...	14,00	...	14,00	93	
55	52	...	...	...	...	43,61	...	43,61	291	
69	56	...	...	...	...	74,37	...	74,37	496	
1,08	92	87	...	47	...	71,17	...	71,17	474	
...	...	91	...	8,60	9,44	10,17,72	61,85	10,79,57	7,194	
BY INDIAN STATES.										
1,59	1,37	...	...	12,52	...	5,37,30	...	5,37,30	3,582	
81	72	...	...	8,17	...	3,26,79	...	3,26,79	2,179	
29	27	...	...	45	...	11,54	...	11,54	77	
...	...	...	...	21,14	...	8,75,63	...	8,75,63	5,838	
BY BRITISH INDIAN RAILWAY COMPANIES.										
3,84	2,89	...	...	...	...	1,94,39	...	1,94,39	1,566	
49	43	...	...	...	...	7,24	...	7,24	48	
72	56	...	...	...	...	5,69	...	5,69	38	
...	...	...	...	...	...	2,07,32	...	2,07,32	1,652	
...	...	26,54	...	1,14,02	15,25	67,31,76	1,69,38	69,01,14	46,556	
...	...	2,91,84	...	14,96,73	25,23	5,49,74,45	4,87,47	5,55,21,66*	403,375	

*Includes Rs. 59,72,000 or £393,000 on account of "Unclassified Expenditure."

APPEN

Capital liability on account of railways classed

Railways.	CAPITAL LIABILITY AT							
	SHARE CAPITAL OF PURCHASED RAILWAYS BEING PAID OFF BY ANNUITIES.							
	Commuted value of stock purchased.	*Deduct* Commuted capital representing annuities which were purchased by creation of debt (liability included in column 9).	*Deduct* New stock of Great Indian Peninsula and Madras and Southern Mahratta Railway Companies issued in exchange for portion of annuities.	Net capital to be paid off by annuities.	*Deduct* amount redeemed by annuity payments.	Net outstanding.	State outlay.	Amount outstanding of debt incurred for purchase of railways.
1	2	3	4	5	6	7	8	9
	£	£	£	£	£	£	£	£
I.—STATE LINES								
Eastern Bengal 5′ 6″, 3′ 3¼″ and 2′ 6″ gauges	3,391,917	542,070	...	2,849,847	505,044	2,344,803	23,372,635	1,241,020
Jorhat (Provincial)	...	...	...	...	...	...	72,754	...
Distillery Siding, United Provinces (Provincial)	...	...	...	...	...	...	6,773	...
North Western	14,009,124	4,911,216	...	9,097,908	1,522,010	7,575,898	51,670,717	3,033,011
Laki-Pezu-Tank	...	...	...	...	...	...	230,213	...
Nushki Extension	...	...	...	...	...	...	1,769,257	...
Tank-Murtaza Railway	...	...	...	...	...	...	77,084	...
Oudh and Rohilkhand	...	...	...	...	...	...	8,262,696	10,667,195
Bilaspur-Etawah	...	...	...	...	...	...	5,009	...
Frontier Railway Reserve Material	...	...	...	...	...	...	36,862	...
Ganges Bridge	...	...	...	...	...	...	5,094	...
Nagpur-Chhattisgarh (Depreciation Account)	...	...	...	...	...	...	43,803	...
Petroleum operations, Baluchistan	...	...	...	...	...	...	7,946	...
Banaghat-Bhagwangola	...	...	...	...	...	...	20,163	...
Sabarmati-Dholka	...	...	...	...	...	...	3,993	...
Southern Mahratta (Depreciation on works)		...	...	...	...	...	35,138	...
Umaria Colliery (Depreciation on works)	...	...	...	...	...	...	12,178	...
Vizagapatam-Raipur	...	...	...	...	...	...	16,336	...
Warora Colliery	...	...	...	...	...	...	69,428	...
State Railway Stores	...	...	...	...	...	...	29,918	...
Expenditure in England for stores purchased and remaining unappropriated	...	...	...	...	...	...	5,199	...
Total	17,401,041	5,453,286	...	11,947,755	2,027,054	9,920,701	84,753,216	14,941,226
II.—STATE LINES WORKED								
Assam-Bengal	...	...	...	...	...	...	8,364,263	...
Bombay, Baroda and Central India	...	...	...	...	...	...	20,593,692	12,556,903
Burma	...	...	...	...	...	...	6,494,155	...
Burma Extensions	...	...	...	...	...	...	2,507,310	...
Carried over	...	...	...	...	...	...	37,959,420	12,556,903

*Includes £134,000 on account of the contribution from the Company's Provident Fund.

DIX 5.

as State railways at the end of 1918-19.

END OF THE YEAR.

Nominal amounts of Companies' capital.						Overdrafts.	Capital not bearing interest including discounts on capital raised.	Advances by the Secretary of State to Companies.				Total capital liability (excluding capital not bearing interest, column 17).
Share Capital.				Debentures and Debenture stock.								
In England.		In India.		In England.				In England.		In India.		
Rate of interest.	Amount.	Rate of interest.	Amount.	Rate of interest.	Amount.			Rate of interest.	Amount.	Rate of interest.	Amount.	
10	11	12	13	14	15	16	17	18	19	20	21	22
	£		£		£	£	£		£		£	
WORKED BY THE STATE.												
...	...	...	...	...	...	...	...	...	...	...	...	25,958,478
...	...	...	...	...	...	...	...	...	...	...	...	72,754
...	...	...	...	...	...	...	...	...	...	...	...	6,773
...	...	...	...	...	...	...	...	...	...	...	...	62,279,626
...	...	...	...	...	...	...	...	...	...	...	...	230,213
...	...	...	...	...	...	...	...	...	...	...	...	1,769,257
...	...	...	...	...	...	...	...	...	...	...	...	77,084
...	...	...	...	...	...	...	...	...	...	...	...	18,929,891
...	...	...	...	...	...	...	...	...	...	...	...	5,009
...	...	...	...	...	...	...	...	...	...	...	...	36,862
...	...	...	...	...	...	...	...	...	...	...	...	5,094
...	...	...	...	...	...	...	...	...	...	...	...	43,803
...	...	...	...	...	...	...	...	...	...	...	...	7,946
...	...	...	...	...	...	...	...	...	...	...	...	20,163
...	...	...	...	...	...	...	...	...	...	...	...	3,993
...	...	...	...	...	...	...	...	...	...	...	...	35,133
...	...	...	...	...	...	...	...	...	...	...	...	12,178
...	...	...	...	...	...	...	...	...	...	...	...	16,336
...	...	...	...	...	...	...	...	...	...	...	...	69,423
...	...	...	...	...	...	...	...	...	...	...	...	29,918
...	...	...	...	...	...	...	...	...	...	...	...	5,199
...	...	...	...	...	...	...	...	...	...	...	...	109,615,143
BY COMPANIES.												
3%	1,500,000	...	...	3½% 3½% 4½%	300,000 480,900 125,000	...	—1,908	...	...	...	...	10,770,163
3%	2,000,000	...	...	3½%	1,000,000	...	—40,636	...	...	...	...	36,150,595
2½%	3,000,000	...	...	3%	1,250,000	875,742	—30,181	...	...	...	...	11,619,697
...	...	...	...	...	...	...	...	...	...	...	...	2,507,310
...	65,00,000	...	...	...	3,155,900	875,742	—72,725	...	...	...	...	61,047,965

APPEN

Capital liability on account of railways classed as State

Railways.	CAPITAL LIABILITY.							
	SHARE CAPITAL OF PURCHASED RAILWAYS BEING PAID OFF BY ANNUITIES.							
	Commuted value of stock purchased.	*Deduct*		Net capital to be paid off by annuities.	*Deduct* amount redeemed by annuity payments.	Net outstanding.	State outlay.	Amount outstanding of debt incurred for purchase of railways.
		Commuted capital representing annuities which were purchased by creations of debt (liability included in column 9).	New stock of Great Indian Peninsula and Madras and Southern Mahratta Railway Companies issued in exchange for portion of annuities.					
1	2	3	4	5	6	7	8	9
	£	£	£	£	£	£	£	£
								II.—STATE LINES
Brought forward	...	...	...	...	...	...	37,959,420	12,556,903
Bengal-Nagpur	...	...	...	...	...	...	*18,624,105	...
East Indian	32,750,000	7,282,366	...	25,467,634	5,001,613	20,466,021	7,959,407	8,792,018
Great Indian Peninsula	34,859,218	...	1,750,000	33,109,218	7,842,977	25,266,241	17,424,957	5,964,666
Indian Midland	...	...	...	...	...	...	2,718,666	524,711
Agra-Delhi Chord	...	...	...	...	...	...	993,052	...
Baran-Kotah	...	...	...	...	...	...	330,046	...
Bhopal-Itarsi (British section)	...	...	...	...	...	...	275,394	...
Cawnpore-Banda	...	...	...	...	...	...	536,044	...
Jodhpur-Hyderabad (British section)	...	...	...	...	...	...	303,120	...
Lucknow-Bareilly	...	...	...	...	...	...	341,409	...
Madras and Southern Mahratta†	12,819,558	...	1,500,000	11,319,558	1,183,029	10,136,529	10,352,837	894,712
Bezwada Extension	...	...	...	...	...	...	83,327	...
Dhone-Kurnool	...	...	...	...	...	...	67,889	...
Mysore section (Madras and Southern Mahratta)	...	...	...	...	...	...	...	...
South Indian	...	...	...	...	...	...	3,649,301	5,726,16
Coonoor-Ootacamund	...	...	...	...	...	...	287,072	...
Dharmapuri-Hosur	...	...	...	...	...	...	142,034	...
Tinnevelly-Quilon (Travancore) (British section)	...	...	...	...	...	...	176,032	...
Tinnevelly-Quilon (Travancore) (Indian State section)	...	...	...	...	...	...	341,082	...
Tirhoot	...	...	...	...	...	...	5,322,365	...
TOTAL	80,428,776	7,282,366	3,250,000	69,896,410	14,027,619	55,868,791	108,088,059	33,459,179
GRAND TOTAL	97,829,317	12,735,652	3,250,000	81,844,165	16,054,673	65,789,492	192,841,275	48,409,405

* Includes overdrafts and advances which are now treated in the accounts as State outlay.

† The figures relating to the purchase of the late Madras railway as shown in columns 2, 4, 5, 6, 7 and 9, though for convenience incorporated with those for the Madras and Southern Mahratta railway, relate also to the South Indian railway, with which a portion of the late Madras railway has been amalgamated.

DIX 5—*concld.*

railways at the end of 1918-19.

AT END OF THE YEAR.

Nominal amounts of Companies' capital.						Over-drafts.	Capital not bearing interest including discounts on capital raised.	Advances by the Secretary of State to Companies.				Total capital liability excluding capital not bearing interest, (columns 17).
Share Capital.				Debentures and Debenture stock.								
In England.		In India.		In England.				In England.		In India.		
Rate of interest.	Amount.	Rate of interest.	Amount.	Rate of interest.	Amount.			Rate of interest.	Amount.	Rate of interest.	Amount.	
10	11	12	13	14	15	16	17	18	19	20	21	22
	£		£		£	£	£		£		£	£
WORKED BY COMPANIES—*concld.*												
...	6,500,000	...	...	...	3,155,900	875,742	— 73,725	...	...	...	...	61,047,965
3½ %	*2,995,289	...	...	3½ %	1,750,000	...	—70,736	...	...	...	...	28,918,794
				4 %	2,000,000							
				4½ %	2,023,900							
				5 %	1,325,500							
...	...	...	...	3 %	3,000,000	...	—751,457	...	...	...	...	55,717,446
				3½ %	7,000,000							
				4½ %	3,500,000							
3 %	2,575,000	...	...	2½ %	3,500,000	...	—246,342	3½ %	2,500,000	...	...	57,230,864
...	...	...	...	...	...	...	...	...	...	...	...	3,243,377
...	...	...	...	...	...	...	...	...	...	...	— ...	996,052
...	...	...	...	...	...	...	...	...	...	...	...	330,046
...	...	...	...	...	...	...	...	...	...	...	...	275,394
...	...	...	...	...	...	...	...	...	...	...	...	536,044
...	...	...	...	...	...	...	...	...	...	...	...	303,120
...	...	...	...	4 %	†472,000	...	13,102	...	...	3½ %	338,998	1,355,914
										4 %	184,407	
				3½ %	575,000							
3½ %	4,991,540	3½ %	8,460	4 %	2,500,000	—237,696	—8,196	...	...	...	...	30,289,382
				4½ %	1,068,000							
...	...	...	...	...	...	...	...	...	...	...	...	83,327
...	...	...	...	...	...	...	...	...	...	...	...	67,889
...	...	...	...	4 %	1,200,000	...	24,000	...	...	...	...	1,200,000
3½ %	1,000,000	...	...	4 %	2,318,248	...	—23,004	...	...	...	...	12,142,218
				4½ %	448,000							
...	...	...	...	...	...	...	...	...	...	...	...	287,072
...	...	...	...	...	...	...	...	...	...	...	...	142,034
...	...	...	...	4½ %	114,209	...	432	...	...	...	...	290,241
...	...	...	...	4½ %	447,791	...	818	...	...	...	...	788,878
...	...	...	...	...	...	...	...	...	...	...	...	5,322,265
...	18,061,829	...	8,460	...	41,398,548	638,046	—1,134,608	...	2,500,000	...	542,505	260,565,417
...	18,061,829	...	8,460	...	41,398,548	638,046	—1,134,608	...	2,500,000	...	542,505	370,180,560

* The nominal liability of the Secretary of State to the Company is £3,000,000, but the net liability is £2,995,289 only, as the Secretary of State took over from holders at their option the sum of £4,711 Capital Stock.

† State share of "Joint Debenture Stock" of £890,000. The proceeds of this Loan were not paid over to Government.

APPEN

Details of gross earnings

Railway system.	Year.	COACHING TRAFFIC.													
		PASSENGER TRAFFIC.												Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. [In thousands.]
		1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
		No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
5' 6" GAUGE.			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	Rs.
Bengal-Nagpur. (including 2' 6" gauge branches.)	1914-15	32,5	3,85	101,5	4,86	572,0	5,57	15,409,2	1,01,56	762,6	66	16,877,8	1,16,00	14,64	1,30,64
	1915-16	29,3	3,56	104,9	3,34	701,5	6,66	14,778,3	99,30	720,3	63	16,334,8	1,14,49	16,55	1,31,04
	1916-17	29,9	4,28	121,3	5,20	686,8	7,04	15,229,6	1,05,83	772,1	66	16,839,7	1,23,01	20,11	1,43,12
	1917-18	27,7	5,77	97,5	7,08	383,0	5,99	13,982,0	1,15,31	795,3	70	15,285,5	1,34,85	26,61	1,61,46
	1918-19	33,0	7,25	102,9	7,89	408,6	7,46	15,154,7	1,33,52	910,0	81	16,609,2	1,55,93	31,40	1,87,33
Bombay, Baroda and Central India (including 2' 6" gauge lines worked.)	1914-15	48,1	3,36	513,5	7,36	336,0	7,23	29,439,5	90,64	9,747,8	5,69	40,084,9	1,14,28	27,27	1,41,55
	1915-16	49,1	2,91	538,1	7,74	539,6	8,59	31,309,9	91,44	10,213,7	5,94	42,650,4	1,16,58	22,16	1,38,74
	1916-17	60,3	3,52	638,8	9,10	636,9	10,60	33,741,9	1,01,61	10,799,6	6,23	45,877,5	1,31,06	26,43	1,57,49
	1917-18	78,9	4,72	729,5	10,74	455,0	16,37	30,345,1	1,13,80	11,972,2	7,19	43,580,7	1,52,82	35,37	1,88,19
	1918-19	105,4	6,93	950,2	16,24	508,3	21,38	31,809,6	1,33,22	13,718,6	8,55	47,092,1	1,86,32	35,67	2,21,99
Eastern Bengal.	1914-15	*59,9	2,14	*254,1	3,13	*3,085,8	8,51	*26,867,4	48,20	*4,667,7	3,81	*34,934,9	65,79	8,74	74,53
	1915-16	*57,4	2,29	*256,8	3,32	*3,172,8	9,28	*26,507,8	55,14	*4,983,5	4,22	*34,978,3	74,25	9,62	83,87
	1916-17	*62,6	2,78	*286,6	3,67	*3,435,1	9,69	*28,179,8	56,29	*5,328,7	4,49	*37,292,8	78,92	10,88	89,80
	1917-18	*55,8	2,83	*216,7	3,42	*539,6	4,06	*25,619,9	63,44	*5,796,7	5,05	*32,228,7	78,80	10,92	89,72
	1918-19	*66,1	3,23	*226,5	3,60	*565,8	4,86	*26,397,2	70,82	*6,844,9	5,84	*34,100,5	88,35	13,71	1,02,06
East Indian.	1914-15	75,7	8,03	273,5	10,58	2,723,2	25,25	35,146,0	2,32,89	3,236,7	2,81	41,455,1	2,79,56	43,13	3,22,69
	1915-16	77,0	8,23	289,3	11,63	2,813,9	26,12	35,003,0	2,27,83	3,369,9	2,90	41,553,1	2,76,71	42,60	3,19,31
	1916-17	81,3	9,48	319,9	13,82	2,537,8	25,30	36,005,6	2,37,74	3,267,9	2,81	42,212,7	2,89,15	53,65	3,42,80
	1917-18	73,0	12,26	285,1	18,74	1,097,8	18,92	31,238,1	2,75,57	3,469,0	3,22	36,163,0	3,28,71	68,24	3,96,95
	1918-19	85,4	13,97	337,3	22,01	1,221,5	22,22	33,647,3	3,08,24	3,757,4	3,42	39,046,9	3,69,86	65,17	4,35,03
Great Indian Peninsula. (including 2' 6" and 2'9" gauge lines worked.)	1914-15	85,9	12,02	367,4	14,98	145,1	3,80	28,007,0	1,79,39	6,641,1	3,29	35,246,5	2,13,48	64,15	2,77,63
	1915-16	86,9	11,11	469,5	20,77	158,0	4,28	28,527,9	1,76,74	7,279,4	3,53	36,521,7	2,16,43	64,96	2,81,39
	1916-17	110,0	14,84	669,4	32,88	175,5	5,00	31,071,8	2,07,74	7,896,0	3,88	39,922,7	2,64,34	83,57	3,47,91
	1917-18	125,2	20,89	571,3	28,41	185,5	7,43	28,528,5	2,41,09	8,333,2	4,20	37,743,7	3,02,01	97,34	3,99,36
	1918-19	160,0	23,66	711,2	31,23	237,1	8,24	31,238,2	2,84,16	8,953,8	4,80	41,300,3	3,52,09	1,08,84	4,60,93
Madras and Southern Mahratta.	1914-15	*44,6	3,01	*269,6	4,42	*302,3	1,90	*34,623,8	70,98	*1,240,1	35	*36,480,3	80,66	16,13	96,79
	1915-16	*45,1	2,97	*286,4	4,66	*367,1	2,47	*36,161,4	77,12	*1,430,4	41	*38,290,4	87,63	17,97	1,05,60
	1916-17	*50,9	3,91	*334,9	6,28	*354,3	2,64	*38,665,0	85,89	*1,591,8	46	*40,996,9	99,18	22,63	1,21,81
	1917-18	*53,8	5,28	*287,6	7,21	*126,3	2,13	*34,389,0	92,71	*1,516,9	52	*36,374,5	1,07,85	25,30	1,33,15
	1918-19	*63,9	6,18	*343,8	8,34	*156,4	2,66	*37,158,4	1,01,88	*1,563,7	59	*39,286,2	1,19,60	25,24	1,44,84
Nizam's Guaranteed State.	1914-15	8,2	52	54,9	1,12	457,4	3,91	1,605,4	8,48	34,2	4	2,160,1	14,07	2,88	16,95
	1915-16	8,1	48	58,9	1,16	493,9	4,25	1,566,1	8,17	35,0	4	2,162,0	14,10	2,23	16,33
	1916-17	9,6	61	85,1	1,65	324,6	3,51	1,789,0	9,16	39,2	6	2,247,5	14,99	3,14	18,13
	1917-18	9,0	73	57,5	1,81	577,3	5,20	1,400,9	8,27	36,3	2	2,061,0	16,03	3,58	19,61
	1918-19	9,2	68	56,5	1,87	668,1	6,11	1,573,9	9,35	25,1	3	2,332,8	18,04	3,60	21,64

* Includes figures for the 3' 3¾" gauge section.

DIX 6.

of each railway system.

GOODS TRAFFIC.													Electric telegraph earnings. [In thousands]	Steam boat earnings. [In thousands.]	Sundry earnings [In thousands.]	Total gross earnings. [In thousands.]
Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue Stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.					
Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] †	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
2,918	1,43,82	2	36	3,342	94,48	1,023	18,67	18	1,69	1,28	7,303	2,65,30	42	1,26	12,39	4,10,01
3,262	1,70,05	*5	1,00	3,352	1,05,38	966	18,38	22	1,83	1,75	7,607	2,98,39	39	1,76	12,15	4,43,73
3,565	2,11,52	33	4,15	3,674	1,20.85	862	16,65	22	1,62	1,93	8,156	3,56,72	44	2,08	9,92	5,12,28
3,372	2,23,72	132	14,98	3,506	1,25,23	929	18,53	17	1,52	2,55	7,956	3,86,53	50	1,62	13,82	5,63,93
3,554	2,57,57	72	9,52	3,534	1,19,75	964	23,62	22	1,91	6,12	8,146	4,18,89	65	1,41	12,59	6,20,87
2,557	1,85,68	8	1,42	293	10,40	1,325	10,63	37	7,01	1,17	4,220	2,16,31	61	...	11,27	3,60,74
2,936	2,24,42	10	1,61	318	14,11	896	10,29	47	8,35	1,06	4,207	2,59,84	65	...	8,50	4,07,73
2,704	2,10,78	14	3,12	519	23,92	1,384	13,42	40	7,82	5,41	4,661	2,64,47	77	...	6,99	4,29,72
2,712	2,29,06	70	7,35	688	37,72	782	16,65	37	7,79	—5,24	4,289	2,93,33	89	...	7,81	4,90,22
3,176	2,90,19	108	11,17	582	21,48	666	8,98	47	9,62	—5,65	4,529	3,35,79	1,22	...	11,42	5,70,42
*2,925	81,56	*18	23	*1,260	10,41	*1,149	10,05	*12	2	80	*5,394	1,03,07	25	...	6,69	1,84,54
*3,087	1,08,02	*25	25	*1,220	10,58	*942	9,57	*16	5	1,00	*5,290	1,24,47	25	...	6,55	2,15,14
*3,200	1,09,80	*35	28	*1,323	11,85	*782	7,59	*23	10	1,13	*5,368	1,21,75	27	...	19,73	2,22,55
*2,737	81,32	*38	2 9	*1,230	11,81	*628	6,98	*7	10	1,29	*4,640	1,01,79	25	...	16,66	2,08,42
*2,777	90,06	*93	84	*1,397	12,28	*688	7,85	*15	13	2,13	*4,970	1,13,29	33	...	20,45	2,36,13
5,122	3,48,22	23	2,49	9,841	3,34,52	2,555	35,71	24	9,85	2,70	17,565	7,33,57	99	2,46	11,07	10,70,76
5,175	3,44,85	51	5,23	9,723	3,44,37	2,308	33,04	24	8,68	3,12	17,281	7,39,23	96	1,73	22,50	10,83,73
4,797	3,26,98	78	8,18	11,001	4,08,32	2,347	32,74	25	6,90	3,76	18,248	7,86,88	1,05	21	14,58	11,45,52
4,532	3,31,37	138	12,75	10,236	3,87,91	2,540	37,05	26	6,33	7,26	17,472	7,62,67	1,24	5	40,92	12,21,83
5,092	3,96,97	301	22,40	11,225	4,37,10	2,326	35,96	30	8,19	4,72	18,974	9,05,34	1,61	...	50,58	13,92,59
4,585	4,52,87	72	8,79	1,015	42,66	3,740	35,36	17	2,93	3,74	9,429	5,46,35	1,10	...	10,48	8,35,56
5,266	5,44,44	139	13,42	1,644	76,28	3,957	49,05	18	2,80	68	11,024	6,85,67	1,19	...	7,88	9,76,13
4,933	5,10,05	248	21,96	2,073	1,09,86	3,859	51,91	27	3,69	—4,43	11,140	6,93,04	1,39	...	11,76	10,54,10
4,696	5,04,50	567	50,30	1,781	97,01	4,060	63,50	27	4,20	8,14	11,131	7,27,65	1,60	...	15,00	11,43,61
5,211	5,58,38	610	61,64	2,077	1,12,20	3,511	67,41	30	4,24	7,23	11,439	8,11,10	2,17	...	21,00	12,95,29
*3,069	1,06,67	*15	1,20	*259	14,27	*655	8,61	*16	1,63	62	*4,014	1,33,00	20	...	5,52	2,35,91
*3,426	1,21,13	*17	1,44	*281	14,86	*691	9,30	*17	1,65	73	*4,492	1,49,11	18	...	5,14	2,60,03
*3,990	1,29,33	*27	1,66	*458	25,62	*966	14,77	*17	1,57	90	*4,758	1,73,85	21	...	5,07	3,00,94
*3,415	1,47,87	*46	2,35	*537	30,71	*840	11,98	*15	1,54	1,21	*4,853	1,95,66	25	...	6,80	3,35,86
*3,266	1,57,37	*112	4,00	*448	25,21	*832	10,77	*12	1,38	2,33	*4,670	2,01,06	30	...	5,49	3,51,69
493	7,89	9	57	391	11,39	297	2,59	1	9	13	1,191	42,66	21	...	3,39	63,21
537	31,10	9	58	476	13,94	166	1,84	...	5	16	1,198	47,67	25	...	5,23	69,48
543	30,32	14	95	462	13,85	158	1,85	1	6	19	1,178	47,22	31	...	5,28	70,94
554	32,63	12	1,16	521	15,30	136	1.61	...	3	39	1,223	51,12	33	...	6,43	77,48
594	35,01	15	83	484	14,90	144	1,71	...	2	35	1,237	52,22	43	...	8,40	83,24

* Includes figures for the 3′ 3½″ gauge section.

† Live-stock has been converted into tons at :—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

Details of gross earnings

Railway system.	Year.	COACHING TRAFFIC.													
		PASSENGER TRAFFIC.												Other coaching traffic earnings [In thousands.]	Total coaching traffic earnings. [In thousands.]
		1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets		Total.			
		No. [In hundreds.]	Earnings. [In thousands.	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	Number of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
5' 6" GAUGE —*concld.* North Western.			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	Rs.
Commercial Section. (including 2' 6" gauge lines.)	1914-15	*	8,30	*	11,89	*	20,11	*	2,48,33	*	20	*	2,88,83	49,79	3,38,62
	1915-16	*	8,55	*	13,53	*	22,29	*	2,74,77	*	24	*	3,19,38	54,76	3,74,14
	1916-17	*	11,22	*	17,16	*	26,78	*	2,99,65	*	24	*	3,55,00	72,78	4,27,78
	1917-18	*	14,93	*	20,33	*	27,14	*	3,38,98	*	28	*	4,01,61	1,00,77	5,02,38
	1918-19	*	16,96	*	25,70	*	37,16	*	4,00,34	*	32	*	4,80,48	99,99	5,80,47
Military Section. (including 2' 6" gauge lines.)	1914-15	*	1,08	*	1,19	*	1,94	*	26,45	*	1	*	30,67	5,42	36,09
	1915-16	*	1,13	*	1,37	*	2,12	*	28,71	*	1	*	33,34	6,04	39,38
	1916-17	*	1,22	*	1,60	*	2,31	*	32,28	*	2	*	37,38	8,10	45,48
	1917-18	*	1,59	*	1,74	*	2,43	*	37,85	*	2	*	43,63	15,34	58,97
	1918-19	*	1,77	*	2,02	*	2,86	*	37,81	*	1	*	44,47	19,49	63,96
Total North Western (Commercial and military sections).	1914-15	91,5	9,38	373,7	13,08	2,372,6	22,05	59,263,2	2,74,78	355,5	21	62,456,5	3,19,50	55,21	3,74,71
	1915-16	95,4	9,68	446,6	14,90	2,642,8	24,41	63,295,0	3,03,48	419,3	25	66,899,1	3,52,72	60,80	4,13,52
	1916-17	111,5	12,44	549,0	18,76	3,221,3	29,04	61,745,1	3,31,88	373,9	26	66,000,7	3,92,38	80,88	4,73,26
	1917-18	129,2	16,52	505,3	22,07	2,309,2	29,57	53,566,0	3,76,78	323,8	30	56,833,0	4,45,24	1,16,11	5,61,35
	1918-19	143,8	18,73	579,2	27,72	2,655,0	40,02	54,150,3	4,38,15	336,3	33	57,564,6	5,24,95	1,19,48	6,44,43
Oudh and Rohilkhand.	1914-15	36,7	2,59	142,3	3,94	1,312,0	8,92	17,148,6	81,62	17,0	3	18,656,6	97,10	10,79	1,07,89
	1915-16	38,7	2,78	172,6	4,57	1,398,2	9,95	17,184,7	84,78	20,4	2	18,814,6	1,02,10	10,85	1,12,95
	1916-17	41,9	3,14	251,9	5,48	1,468,5	10,17	17,909,5	89,27	23,3	3	19,695,1	1,08,09	14,83	1,22,92
	1917-18	43,9	3,77	158,0	5,38	915,4	11,02	14,301,7	96,89	3,6	1	15,422,6	1,17,07	17,92	1,34,99
	1918-19	55,6	4,62	167,6	6,44	964,2	12,57	15,291,5	1,09,43	...	...	16,478,9	1,33,06	18,62	1,51,68
South Indian. 3' 3¾" GAUGE.	1914-15	†	1,04	†	1,99	...	...	†	25,59	†	13	†	28,75	4,12	32,87
	1915-16	†	1,09	†	1,97	...	...	†	25,96	†	18	†	29,20	4,75	33,95
	1916-17	†	1,25	†	2,33	...	...	†	29,31	†	15	†	33,04	5,32	38,36
	1917-18	†	1,68	†	2,95	...	...	†	31,99	†	11	†	36,73	6,91	43,64
	1918-19	†	2,02	†	3,77	...	...	†	34,96	†	11	†	40,86	7,64	48,50
Assam-Bengal.	1914-15	13,9	87	31,1	65	131,2	1,11	5,304,6	26,55	26,4	8	5,507,2	29,26	3,04	32,30
	1915-16	14,2	78	31,0	58	127,2	1,04	5,165,0	24,42	41,4	11	5,378,8	26,68	2,86	29,74
	1916-17	14,2	80	33,2	68	132,6	1,10	5,069,9	23,65	47,4	15	5,297,3	26,38	2,88	29,26
	1917-18	12,9	1,01	32,6	89	76,1	1,02	5,264,9	28,68	39,4	11	5,445,6	31,71	3,61	35,32
	1918-19	12,8	1,13	32,2	95	96,8	1,35	5,937,2	36,33	35,5	7	6,114,0	39,88	4,69	44,52
Bengal and North-Western.	1914-15	16,6	64	70,4	1,27	377,4	2,51	25,749,9	95,46	117,8	3	26,332,1	99,91	5,89	‡1,01,84
	1915-16	17,2	67	76,9	1,45	399,6	2,66	25,100,7	91,53	110,3	3	25,704,7	96,34	5,76	‡97,32
	1916-17	17,2	78	86,7	1,60	429,7	2,90	26,612,9	1,00,27	123,0	3	27,269,5	1,05,53	7,04	‡1,07,19
	1917-18	14,5	80	74,3	1,79	283,7	2,60	22,524,6	97,02	115,8	3	23,012,9	1,02,24	6,81	‡1,03,56
	1918-19	14,5	90	73,2	2,04	240,0	2,72	23,603,4	1,10,10	111,7	3	24,047,8	1,15,79	7,47	‡1,16,77

* Information not available.

† Included with the South Indian railway (3' 3¾" gauge).

‡ Excluding the Cawnpore-Burhwal (5' 3¾ a gauge link) earnings of which, as to details, are included with the Bengal and North-Western Railway and, as to totals, with the Oudh and Rohilkhand Railway.

DIX 6—*contd.*

of each railway system.

GOODS TRAFFIC.																
MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands]	Steam boat earnings [In thousands.	Sundry earnings. [In thousands]	Total gross earnings. [In thousands.]
Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] §	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
*	4,04,52	*	6,29	*	10,40	*	51,05	*	2,88	10,81	*	4,85,95	1,11	68	23,82	3,40,68
*	4,16,32	*	13,00	*	15,94	*	42,75	*	5,39	8,56	*	5,01,96	1,23	60	11,30	5,89,23
*	4,39,15	*	20,55	*	24,65	*	50,81	*	3,55	14,91	*	5,53,62	1,61	58	37,27	10,20,86
*	5,30,36	*	44,48	*	54,93	*	60,84	*	2,95	15,03	*	7,08,59	2,12	86	41,21	12,55,16
*	4,72,11	*	56,49	*	52,26	*	67,51	*	3,00	8,91	*	6,60,93	3,02	1,06	37,49	12,82,32
*	30,23	*	74	*	77	*	3,00	*	46	40	*	35,62	19	...	66	72,56
*	30,41	*	1,35	*	86	*	3,17	*	58	77	*	37,14	21	...	65	77,33
*	29,38	*	3,65	*	85	*	4,35	*	70	21	*	39,14	25	...	59	85,46
*	32,93	*	2,60	*	91	*	6,72	*	47	63	*	44,26	32	...	69	1,04,24
*	42,90	*	7,44	*	1,08	*	7,38	*	73	66	*	60,19	51	...	83	1,25,49
5,363	4,81,75	59	7,03	508	11,17	5,886	54,05	21	3,33	11,21	‡ 1,787	5,21,57	1,30	68	23,26	9,22,24
5,598	4,46,73	114	14,35	565	16,80	4,969	45,92	32	5,97	9,33	11,278	5,39,10	1,44	60	11,95	9,56,61
5,355	4,68,53	250	24,20	776	25,50	4,585	55,16	29	4,25	15,12	10,945	5,92,76	1,86	58	37,86	11,06,32
5,353	5,63,20	524	47,08	1,122	55,84	4,357	67,56	24	3,42	15,66	11,580	7,52,85	2,44	86	41,90	13,59,40
5,973	5,15,01	888	63,93	1,127	53,84	4,927	74,89	27	3,73	9,57	12,947	7,20,47	3,53	1,06	38,82	14,07,81
1,706	71,95	3	15	217	6,69	1,174	9,13	8	1 15	20	3,108	89,16	46	...	15,38	2,12,91
1,851	82,68	13	95	210	5,31	728	8,08	8	1,52	51	2,810	99,00	47	...	16,26	2,23,68
1,831	77,88	18	1,15	743	27,69	860	8,41	11	2,04	51	3,463	1,17,68	49	...	27,65	2,63,74
1,797	84,16	37	1,86	824	33,69	7,38	8,27	11	1,66	76	3,407	1,30,34	57	....	24,88	2,90,79
1,909	96,80	65	2,66	1,006	50,74	8,49	8,93	8	1,26	59	3,927	1,60,95	79	...	22,77	3,36,19
†	36,22	†	36	†	22	†	1,32	†	20	32	†	38,73	7	....	6,50	73,17
†	41,33	†	31	†	47	†	1,31	†	24	32	†	43,98	8	...	6,90	84,91
†	48,13	†	49	†	34	†	1,86	†	25	32	†	51,39	9	...	8,38	98,22
†	53,66	†	12	†	40	†	1,61	†	21	44	†	56,74	11	...	9,70	1,16,19
†	52,25	†	96	†	47	†	1,07	†	29	48	†	55,52	12	...	11,87	1,16,01
588	26,75	...	2	93	2,76	150	1,99	2	16	36	783	32,04	20	8	4,33	68,85
594	27,58	...	...	88	1,95	231	2,22	1	10	56	914	32,41	22	20	4,90	67,47
540	28,85	...	...	99	2,58	201	1,73	1	9	31	841	33,06	20	21	4,65	67,93
476	30,05	...	1	137	2,87	220	2,72	1	9	27	884	36,01	20	21	5,02	76,76
519	31,63	1	5	137	3,27	216	2,19	1	12	26	874	37,52	25	31	4,32	86,93
1,926	86,33	1	2	202	2,75	335	4,79	5	69	24	2,489	†86,40	48	11,65	3,88	2,06,75
1,842	93,37	...	....	171	2,38	229	4,67	12	1,43	35	2,354	†84,18	46	9,37	3,94	1,95,27
2,002	95,56	6	27	135	2,74	328	4,67	17	2,04	28	2,538	†95,01	53	10,03	4,53	2,17,31
1,976	1,00,60	1	2	142	1,71	411	5,62	6	59	55	2,536	†96,96	57	8,61	5,17	2,14,97
2,241	1,34,84	5	28	324	1,71	363	5,58	13	1,56	87	2,816	†1,25,99	81	6,83	5,27	2,57,67

* Information not available.

† Included with the South Indian railway (3' 3⅜" gauge).

‡ Excluding the Cawnpore-Barhwal (3' 3⅜" gauge link) earnings of which, as to details, are included with the Bengal and North-Western railway and, as to totals, with the Oudh and Rohilkhand railway.

§ Live stock has been converted into tons at :—

A head of cattle, or a pony or horse	= 0·25 ton
A head of sheep, goat, etc. ...	= 0·025 ton
An elephant	= 2·50 ton

APPEN

Details of gross earnings

Railway system.	Year.	COACHING TRAFFIC.													
		Passenger Traffic.												Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. [In thousands].
		1st class.		2nd class.		Inter class.		3rd class.		Season and vendors' tickets.		Total.			
		No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
3' 3½" GAUGE —*contd.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	Rs.
Bengal Doors.	1914-15	2,3	7	5,7	7	33,7	15	895,0	3,00	...	...	936,7	3,29	42	3,71
	1915-16	2,0	7	5,3	8	40,3	17	881,5	3,00	...	...	929,1	3,32	45	3,77
	1916-17	2,7	9	4,8	7	52,4	21	1,000,8	3,32	...	...	1,060,7	3,69	55	4,24
	1917-18	3,1	10	5,1	8,	35,4	14	967,4	3,21	...	...	1,011,0	3,53	55	4,08
	1918-19	2,7	10	5,3	7	42,9	17	995,9	3,59	...	...	1,046,8	3,93	61	4,54
Bhavnagar State.	1914-15	2,9	8	25,4	35	...	...	1,612,3	8,01	11,2	2	1,651,8	8,46	69	9,15
	1915-16	2,6	8	25,5	34	...	...	1,592,4	7,93	11,0	2	1,631,5	8,37	70	9,07
	1916-17	2,7	7	32,1	44	...	...	1,762,2	8,74	11,8	2	1,808,8	9,37	71	9,08
	1917-18	2,3	7	29,9	41	...	...	1,793,3	8,61	75,8	9	1,901,3	9,18	87	10,05
	1918-19	3,0	9	49,8	70	...	...	2,231,0	11,15	13,0	2	2,296,8	11,96	1,20	13,16
Bombay, Baroda and Central India.	1914-15	24,0	1,98	129,4	3,60	368,2	3,91	26,369,6	1,06,03	48,3	7	26,939,5	1,15,59	12,86	1,28,45
	1915-16	21,6	1,56	138,2	3,79	365,1	4,12	26,894,4	1,10,84	65,6	9	27,484,9	1,20,40	12,29	1,32,69
	1916-17	25, 9	4,80	155,5	4,34	398,5	4,87	28,291,1	1,18,25	71,8	10	28,852,8	1,29,36	17,01	1,46,37
	1917-18	35,5	2,19	151, 5	4,62	401,5	4,49	23,317,0	1,25,71	81,8	16	23,987,3	1,37,17	18,38	1,55,55
	1918-19	40,3	2,62	221,8	6,80	510,8	5,80	26,222,6	1,51,00	68,0	13	27,063,5	1,66,35	20,66	1,87,01
Burma...	1914-15	57,2	2,92	207,2	3,79	...	...	26,039,9	81,28	740,8	41	27,045,1	88,40	6,48	94,88
	1915-16	53,6	2,87	211,3	3,79	...	...	26,616,8	80,54	855,7	46	27,738,4	87,66	6,43	94,09
	1916-17	59,7	3,46	232,2	4,37	...	...	27,784,5	83,85	953,9	52	29,030,3	92,20	7,46	99,66
	1917-18	53,5	4,12	226,0	4,74	...	...	25,700,5	79,44	979,8	57	26,959,8	88,87	7,90	96,77
	1918-19	56,4	4,40	257,2	5,55	...	...	26,696,5	88,38	1,057,3	65	28,267,4	98,98	8,94	1,07,92
Dibru-Sadiya.	1914-15	7,7	12	5,9	7	10,0	6	703,0	2,69	...	...	726,6	2,84	39	2,7
	1915-16	7,5	11	4,8	5	11,9	7	609,5	2,06	...	...	633,7	2,29	37	2,66
	1916-17	7,6	11	5,5	5	14,4	9	637,9	2,11	...	...	665,4	2,36	41	2,77
	1917-18	6,8	12	6,2	7	12,6	9	660,6	2,16	...	...	686,2	2,44	40	2,84
	1918-19	5,5	10	5,1	6	13,2	10	583,2	2,08	...	...	607,0	2,34	42	2,76
Eastern Bengal (including 2'6" gauge lines worked).	1914-15	*	87	*	1,55	*	5,58	*	55,49	*	12	*	63,61	7,47	7108
	1915-16	*	97	*	1,57	*	5,74	*	52,00	*	13	*	60,41	8,32	68,73
	1916-17	*	1,18	*	1,81	*	6,75	*	58,71	*	14	*	68,59	10,63	79,22
	1917-18	*	1,77	*	2,17	*	2,68	*	62,49	*	14	*	69,25	11,08	80,33
	1918-19	*	2,15	*	2,18	*	2,42	*	61,39	*	17	*	68,31	11,45	79,76
Gondal-Porbandar State.	1914-15	4,2	12	38,8	45	...	...	1,511,5	7,08	3,2	...	1,557,7	7,60	54	8,14
	1915-16	4,0	13	38,5	44	...	...	1,544,1	7,07	3,2	...	1,589,8	7,64	55	8,19
	1916-17	4,5	12	46,4	54	...	...	1,741,6	7,9	4,4	1	1,796,9	8,66	63	9,29
	1917-18	3,5	11	55,5	62	...	...	1,916,7	8,51	8,0	1	1,983,7	9,25	76	10,01
	1918-19	3,7	12	78,6	92	...	...	2,169,9	9,50	23,3	4	2,275,5	10,58	88	11,46

* Included with the Eastern Bengal railway (5' 6" gauge).

DIX 6—*contd.*

of each railway system.

GOODS TRAFFIC.													Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.					
Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] †	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
130	9,29	...	...	53	2,26	20	23	...	...	3	203	11,81	3	18	26	15,39
141	10,48	...	...	35	1,49	25	18	...	...	9	201	12,24	3	17	21	16,42
129	10,32	...	...	53	2,38	22	28	...	...	5	204	13,03	3	18	22	17,70
112	9,68	...	...	59	2,55	27	29	...	...	4	198	12,56	3	18	24	17,09
176	9,38	...	...	84	3,75	16	16	...	...	4	216	13,33	3	18	21	18,29
184	5,95	...	...	25	45	75	42	1	4	—1	285	6,85	7	...	56	16,63
221	6,15	...	...	21	29	32	20	1	6	...	275	6,70	11	...	57	16,45
192	5,94	...	...	33	52	20	11	1	6	1	246	6,64	16	...	31	17,59
228	7,54	...	...	39	69	17	8	1	8	5	285	8,44	19	...	46	19,14
348	12,79	...	...	46	57	21	13	1	16	5	410	13,70	26	...	39	27,51
2,261	1,55,09	9	1,14	183	2,75	467	6,97	23	2,83	33	2,943	1,69,11	58	...	6,07	3,04,21
2,491	1,63,57	16	1,25	166	3,49	309	5,72	28	6,72	33	3,010	1,98,13	66	...	6,96	3,38,44
2,603	1,87,83	21	1,82	213	5,05	473	7,06	27	3,68	79	3,337	2,06,23	72	...	7,69	3,61,01
2,635	1,96,18	39	2,56	237	5,43	382	5,94	29	3,68	47	3,322	2,04,46	86	...	9,06	3,69,95
2,897	2,33,08	109	7,76	238	6,19	473	7,93	36	4,59	59	3,753	2,60,54	113	...	7,91	4,55,69
2,198	1,19,97	5	24	14	1,46	738	7,06	8	2,36	23	2,963	1,31,32	29	87	6,50	2,33,86
2,012	1,09,08	4	23	25	2,77	655	5,59	8	2,35	19	2,704	1,20,41	24	68	5,13	2,20,82
2,320	1,30,96	5	27	21	2,06	780	5,80	9	2,39	20	3,135	1,40,72	36	94	5,60	2,47,28
2,243	1,34,27	12	46	20	1,94	761	5,46	9	2,49	19	3,045	1,44,81	40	88	4,87	2,47,73
2,734	1,65,63	20	1,23	19	1,65	898	6,51	11	2,88	54	3,682	1,78,44	56	1,05	3,59	2,93,55
141	4,53	...	...	599	6,39	31	7	...	1	1	771	11,01	6	...	10	13,63
151	5,87	...	...	580	6,16	8	3	...	1	1	739	12,06	4	...	33	15,11
167	6,26	...	...	538	5,83	10	4	...	1	2	715	12,20	5	...	14	15,16
159	6,09	...	...	5,62	5,97	6	2	...	1	2	727	12,11	5	...	36	15,36
157	6,13	...	...	5,05	5,36	4	2	2	1	2	668	11,54	6	...	29	14,65
*	56,62	*	2	*	2,59	*	6,64	*	85	38	*	68,11	30	12,69	3,59	1,55,77
*	56,90	*	1	*	2,65	*	4,43	*	1,02	31	*	65,32	29	3,54	3,36	1,41,26
*	61,01	*	3	*	2,79	*	3,98	*	1,19	44	*	69,44	29	3,42	3,46	1,37,53
*	51,60	*	1	*	2,66	*	3,52	*	89	44	*	58,83	29	2,96	3,34	1,50,74
*	61,27	*	2	*	3,14	*	4,85	*	92	54	*	70,54	35	3,43	10,22	1,64,30
226	5,16	...	...	12	16	9	8	...	1	1	244	5,42	9	...	58	14,23
259	5,64	...	...	15	22	13	11	...	2	3	287	6,02	7	...	73	15,06
246	5,35	...	...	24	31	16	15	1	3	4	287	5,88	9	...	63	15,29
281	6,46	...	...	26	39	27	24	...	4	2	334	7,15	12	...	71	17,99
363	10,26	...	...	23	37	25	25	...	5	6	416	11,61	18	...	86	24,13

* Included with the Eastern Bengal railway (5' 6" gauge).

† Live stock has been converted into tons at :—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. = 0·025 ton.
An elephant = 2·5 tons.

APPEN

Details of gross earnings

Railway system.	Year.	COACHING TRAFFIC. Passenger Traffic. 1st class. No. [In hundreds.]	1st class. Earnings. [In thousands]	2nd class. No. [In hundreds.]	2nd class. Earnings. [In thousands]	Inter. class. No. [In hundreds.]	Inter. class. Earnings. [In thousands.]	3rd class. No. [In hundreds.]	3rd class. Earnings. [In thousands.]	Season and vendors' tickets. No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Season and vendors' tickets. Earnings. [In thousands.]	Total. No. [In hundreds.]	Total. Earnings. [In thousands.]	Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. [In thousands.]
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
3' 3½" GAUGE —*contd.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	Rs.
Hyderabad Godavari Valley, Hingol Branch and Secunderabad-Gadwal.	1914-15	4,5	26	38,8	78	...	...	2,992,5	18,48	39,6	3	3,075,4	14,55	1,52	16,07
	1915-16	4,7	29	69,7	87	...	...	3,020,9	13,52	42,4	3	3,107,7	14,71	1,70	16,41
	1916-17	5,8	34	67,6	1,10	...	...	3,154,1	14,42	66,3	5	3,293,3	15,91	2,14	18,05
	1917-18	5,7	42	54,0	1,38	...	...	3,633,7	17,30	38,6	2	3,727,0	19,19	2,46	21,65
	1918-19	6,8	62	5 ,3	1,54	...	...	4,218,0	19,76	221,5	14	4,504,6	22,06	3,04	25,10
Jamnagar	1914-15	7	2	8,3	12	...	...	334,0	1,73	9	...	343,9	1,87	19	2,06
	1915-16	7	3	6,7	14	...	...	321,7	1,84	6	...	329,7	2,01	19	2,20
	1916-17	7	3	7,1	15	...	...	323,6	2,13	7	...	332,1	2,31	23	2,54
	1917-18	7	3	8,0	16	...	...	339,3	2,17	46	1	352,6	2,37	24	2,61
	1918-19	7	3	12,7	25	...	...	380,3	2,44	13,5	3	407,2	2,75	28	3,03
Jodhpur-Bikaner.	1914-15	5,3	37	32,1	92	129,9	1,25	5,215,2	24,87	...	...	5,382,5	27,41	3,81	31,22
	1915-16	5,5	47	35,6	1,02	121,5	1,24	5,269,0	26,50	...	...	5,431,6	29,23	3,37	32,60
	1916-17	6,4	51	40,4	1,21	165,2	1,52	5,512,3	27,69	...	...	5,724,3	30,93	4,03	34,96
	1917-18	10,4	95	41,0	1,68	129,3	1,99	4,374,7	28,50	...	...	4,555,4	33,12	4,67	37,79
	1918-19	8,8	81	54,1	2,27	154,8	2,33	5,178,5	35,31	...	...	5,396,2	40,72	5,91	46,63
Junagad State.	1914-15	1,9	3	26,9	21	...	...	865,2	3,06	2,4	...	896,4	3,30	22	3,52
	1915-16	2,1	4	28,3	22	...	...	933,7	3,30	2,4	...	966,5	3,56	21	3,77
	1916-17	2,2	4	34,3	27	...	...	1,107,6	3,88	4,4	1	1,148,5	4,20	27	4,47
	1917-18	1,9	3	41,1	31	...	...	1,211,7	4,18	7,3	2	1,262,0	4,54	30	4,84
	1918-19	2,2	4	58,9	44	...	...	1,393,8	4,85	11,6	2	1,466,5	5,35	42	5,77
Madras and Southern Mahratta.	1914-15	*	1,50	*	3,35	*	47	*	64,57	*	9	*	69,98	8,80	78,78
	1915-16	*	1,53	*	5,64	*	50	*	66,22	*	11	*	72,00	9,73	81,73
	1916-17	*	1,89	*	4,30	*	64	*	70,15	*	11	*	77,69	10,85	87,94
	1917-18	*	2,76	*	5,09	*	78	*	76,61	*	14	*	85,38	12,91	98,29
	1918-19	*	3,28	*	6,18	*	1,06	*	83,18	*	19	*	93,89	14,69	1,13,58
Morvi (including 2' 6" gauge section.)	1914-15	2,6	11	15,6	29	...	...	608,0	4,26	5	...	626,7	4,76	50	5,26
	1915-16	2,7	11	16,4	30	...	...	611,5	4,41	5	...	631,1	4,82	48	5,30
	1916-17	3,7	16	19,8	38	...	...	699,3	5,16	5	...	728,3	5,70	56	6,26
	1917-18	3,5	15	22,0	41	...	...	753,0	5,35	5	...	779,0	5,91	62	6,53
	1918-19	4,0	16	43,3	71	...	...	818,1	5,88	5	...	865,9	6,75	77	7,52
Mysore-Arsikere	1917-18	2	1	17	2	...	...	104,3	40	2	...	106,4	43	1	44
	1918-19	3	3	66	9	...	...	420,6	1,79	8	...	428,8	1,91	12	203

* Included with the Madras and Southern Mahratta railway (5' 6" gauge).

DIX 6—*contd.*

of each railway system.

GOODS TRAFFIC.																
MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands]	Steam boat earnings. [In thousands]	Sundry earnings. [In thousands]	Total gross earnings [In thousands.]
Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] †	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
298	23,30	1	3	18	59	168	88	...	5	10	485	24,35	12	...	1,30	42,34
308	25,94	2	5	25	97	163	1,35	...	8	8	496	28,47	12	...	1,14	46,14
246	19,34	5	13	19	75	96	82	...	8	13	366	21,25	15	...	2,07	41,52
262	18,80	9	19	15	52	212	1,00	...	8	19	498	20,78	18	...	2,29	44,90
348	25,16	8	108	22	70	183	1,09	1	12	31	562	28,46	25	...	3,62	57,43
41	77	...	...	1	3	3	2	...	1	1	45	84	2	...	9	3,01
40	92	...	...	...	...	2	1	...	...	...	42	93	2	...	8	3,23
32	73	...	...	2	5	5	3	...	1	...	39	82	2	...	5	3,43
36	93	...	...	1	3	3	2	...	1	1	40	1,00	2	...	11	3,74
56	1,61	...	...	5	12	5	3	...	1	2	66	1,79	3	...	9	4,94
647	25,21	3	28	17	19	139	1,57	2	16	7	808	27,48	14	...	1,37	60,21
1,030	44,44	2	9	21	22	159	1,66	3	39	12	1,215	46,92	17	...	1,28	80,97
1,029	41,21	14	82	22	21	172	1,91	2	18	12	1,239	44,45	19	...	1,78	81,38
1,251	54,51	10	52	18	14	142	1,56	4	26	9	1,425	57,08	21	...	1,67	96,75
1,229	54,74	30	1,51	18	20	191	2,58	5	60	17	1,473	59,80	29	...	1,55	1,08,27
123	2,32	...	...	4	2	15	9	...	...	1	142	2,44	3	...	2	6,21
146	2,90	...	...	5	1	6	4	...	...	1	157	2,96	3	...	20	6,96
141	2,78	...	...	7	3	7	3	...	1	1	155	2,86	4	...	12	7,49
141	2,92	...	...	6	3	20	9	...	2	...	167	3,06	4	...	20	8,14
178	3,98	...	...	2	1	12	7	...	1	2	192	4,09	4	...	3	9,98
*	97,62	*	32	*	99	*	6,88	*	61	46	*	1,06,88	32	3,22	2,59	1,91,79
*	1,11,84	*	25	*	1,16	*	8,86	*	65	51	*	1,22,77	35	2,41	2,88	2,10,14
*	1,14,16	*	1,44	*	1,27	*	8,89	*	84	63	*	1,27,23	35	2,45	3,28	2,21,25
*	1,21,96	*	1,63	*	1,43	*	7,55	*	58	69	*	1,33,84	40	2,06	2,44	2,37,93
*	1,19,40	*	4,11	*	1,30	*	9,17	*	44	101	*	1,35,43	54	4,16	2,88	2,56,54
70	2,09	...	...	9	14	6	6	1	3	1	86	2,33	3	...	5	7,67
82	2,11	...	...	9	11	7	6	...	3	1	98	2,32	3	...	8	7,78
68	1,92	...	...	12	20	6	6	...	3	1	86	2,22	5	...	16	8,69
84	2,72	...	...	13	24	6	5	...	5	3	106	3,09	6	...	8	9,76
162	6,27	...	1	16	35	10	7	...	4	3	188	6,77	8	...	7	14,44
6	21	...	...	...	...	...	...	...	...	...	6	21	1	...	...	66
40	1,37	...	...	...	...	24	30	...	1	2	64	1,70	1	...	7	2,81

* Included with the Madras and Southern Mahratta railway (5' 6" gauge).

†Live stock has been converted into tons at :—

A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant — ... = 2·50 tons.

APPEN

Details of gross earnings.

Railway system.	Year.	COACHING TRAFFIC.												Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings [In thousands.]
		PASSENGER TRAFFIC.													
		1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets		Total.			
		No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	Rs.
3' 3½" GAUGE – *concld.*															
Rohilkund and Kumaon.	1914-15	5,4	46	18,3	68	34,7	33	4,520,5	13,03	...	1	4,578,9	14,51	1,53	16,04
	1915-16	5,5	49	19,6	63	42,2	37	5,025,9	14,50	...	1	5,093,2	16,05	1,45	17,50
	1916-17	6,1	57	24,7	90	43,8	40	5,457,4	16,02	...	1	5,532,0	17,90	1,71	19,61
	1917-18	8,1	74	23,4	83	39,2	37	5,248,7	16,66	...	1	5,319,4	18,61	2,13	20,74
	1918-19	9,7	92	26,8	1,04	40,7	41	5,348,5	17,40	...	1	5,425,7	19,78	2,42	22,20
South Indian.	1914-15	†78,9	2,49	†397,1	5,42	...	...	†44,308,2	1,07,86	†2,171,2	79	†46,955,4	1,16,56	9,40	1,25,96
	1915-16	†82,6	1,50	†415,7	5,82	...	...	†45,603,2	1,12,25	†2,449,9	87	†48,551,4	1,21,44	9,90	1,31,34
	1916-17	†90,6	2,95	†474,6	6,77	...	...	†47,214,6	1,19,81	†2,415,1	94	†50,194,9	1,30,47	11,28	1,41,75
	1917-18	†102,6	3,88	†469,6	8,86	...	...	†39,156,8	1,22,58	†2,062,8	96	†41,791,8	1,35,78	13,52	1,49,30
	1918-19	†126,4	5,03	†580,5	9,54	...	...	†40,313,5	1,27,10	†1,901,9	92	†42,922,3	1,42,59	11,50	1,54,09
Udaipur-Chitorgarh.	1914-15	5	4	2,0	5	1,4	1	383,1	1,52	5	...	387,5	1,62	12	1,74
	1915-16	6	3	2,3	7	2,9	3	388,4	1,63	5	...	394,7	1,76	13	1,89
	1916-17	5	4	2,8	7	2,8	2	415,9	1,73	4	...	422,4	1,86	16	2,02
	1917-18	4	2	1,9	4	1,0	1	317,8	1,58	5	...	321,6	1,65	13	1,78
	1918-19	5	3	3,0	7	2,8	2	381,5	1,97	5	...	388,3	2,09	15	2,24
2' 6" GAUGE															
Ahmadpur Katwa.	1917-18	1	...	11	1	4,0	2	189,4	41	...	...	194,6	44	3	47
	1918-19	...	...	14	1	5,1	2	288,1	72	...	...	294,6	75	4	79
Arakan Light.	1918-19	...	...	...	...	...	...	9,1	4	...	...	9,1	4	...	4
Arrah-Sasaram Light.	1914-15	7	2	...	...	5,3	5	436,9	1,43	...	...	442,9	1,50	5	1,55
	1915-16	6	2	...	...	5,4	5	408,1	1,45	...	...	414,1	1,52	4	1,56
	1916-17	8	2	...	...	5,7	5	457,3	1,57	...	...	463,8	1,64	4	1,68
	1917-18	7	2	...	...	6,1	6	417,4	1,80	...	...	424,2	1,88	5	1,93
	1918-19	7	3	...	...	5,5	5	419,4	1,79	...	...	425,6	1,87	7	1,94
Bangalore-Chik Ballapur Light.	1914-15	§	§		§	§	§	§	§	§	§	§	§	§	§
	1915-16	1	...	1,5	1	...	...	152,0	40	...	...	153,6	41	1	42
	1916-17	††	††	††	††	††	††	††	††	††	††	††	††	††	††
	1917-18														
	1918-19														
Bankura-Damoodar River.	1916-17	...	...	3	...	1,2	1	42,0	15	...	...	43,5	16	1	17
	1917-18	1	...	7	1	4,9	3	242,9	88	...	...	248,6	92	8	1,00
	1918-19	1	...	10	1	5,2	4	285,7	1,09	...	...	292,0	1,14	6	1,20
Baraset-Basirhat Light.	1914-15	6	1	4,3	5	26,8	16	715,2	2,52	71,6	9	818,5	2,85	11	2,96
	1915-16	3	1	3,8	4	23,7	18	742,0	2,63	104,5	12	874,3	2,97	13	3,10
	1916-17	3	1	3,8	4	23,6	17	718,6	2,60	109,5	13	855,8	2,93	12	3,05
	1917-18	1,6	3	1,1	1	19,7	15	581,6	2,27	72,8	10	676,8	2,55	11	2,66
	1918-19	2,6	5	...	...	20,7	14	666,5	2,55	89,0	12	778,8	2,86	13	2,99

† Includes figures for the Morappur-Hosur and Tirupattur-Krishnagiri railways.
§ Information not available.
†† Included with the Kolar District railway (2' 6" gauge).

DIX 6—*contd.*

of each railway system.

GOODS TRAFFIC.																
Merchandise General.		Military stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.		Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings [In thousands.]	Total gross earnings. [In thousands.]
Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] ‖	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs	Rs.	Rs.	Rs.	Rs.
486	15,64	1	7	7	8	105	74	...	1	8	599	16,57	8	...	2,30	34,99
500	15,69	5	22	8	9	83	66	...	2	8	596	16,76	7	...	3,10	37,43
585	18,53	3	9	12	13	76	60	...	2	...	676	19,37	8	...	3,83	42,89
617	21,15	18	77	4	5	91	75	...	2	10	730	22,84	9	...	5,06	48,78
752	27,81	10	54	3	6	92	63	...	2	47	857	29,53	11	...	4,18	56,02
†2,510	81,82	†3	29	†40	86	†573	3,21	†18	1,00	1,23	†3,144	87,96	44	1,26	3,78	2,19,40
†2,730	92,67	†3	25	†61	2,12	†421	2,79	†20	1,04	1,27	†3,235	1,00,14	46	1,81	4,30	2,38,05
†2,793	95,05	†7	49	†58	2,25	†436	4,15	†20	1,01	1,30	†3,314	1,04,25	45	2,23	5,99	2,54,67
†2,712	1,04,76	†11	1,07	†52	2,64	†444	5,25	†14	76	1,49	†3,233	1,15,97	52	1,93	6,32	2,74,04
†2,819	1,02,82	†15	72	†48	2,07	†467	5,17	†17	96	1,80	†2,866	1,13,54	62	1,77	4,80	2,74,82
17	75	...	...	1	1	1	...	...	...	2	19	78	1	...	12	2,65
30	1,23	...	...	1	1	2	1	...	1	2	33	1,28	1	...	6	3,24
39	1,56	...	...	2	2	1	1	...	...	2	42	1,61	2	...	10	3,75
19	81	...	...	2	2	2	1	...	1	1	23	86	2	...	10	2,76
22	96	...	...	3	3	1	...	...	1	2	26	1,02	2	...	9	3,37
4	5	...	...	1	1	...	...	...	...	...	5	6	...	...	1	54
10	13	...	...	1	1	...	...	...	...	...	11	14	...	...	1	94
1	4	...	...	...	...	...	...	...	...	...	1	4	...	...	...	6
25	51	...	...	2	3	4	2	...	...	...	31	56	...	...	2	2,18
19	36	...	...	1	2	...	...	...	...	1	20	39	...	...	1	96
28	56	...	...	1	1	...	...	...	...	...	29	57	...	...	1	2,26
31	56	...	...	...	...	1	1	...	...	1	32	58	...	...	3	2,54
28	52	...	...	1	...	2	1	...	...	...	31	53	...	...	...	2,47
§	§	§	§	§	§	§	§	§	§	§	§	§	§	§	§	§
3	6	...	...	...	...	3	4	...	...	...	6	10	...	...	...	52
††	††	††	††	††	††	††	††	††	††	††	††	††	††	††	††	††
1	3	...	...	1	1	1	1	...	...	...	3	5	...	...	...	22
9	22	...	...	1	1	1	1	...	...	...	11	24	...	...	4	1,23
24	57	...	...	1	2	...	...	...	...	1	2	60	...	...	3	1,83
25	52	...	...	...	...	...	...	...	...	...	25	52	...	...	1	3,49
30	63	...	...	...	...	...	...	...	...	...	30	63	...	...	1	3,74
28	51	...	...	...	...	...	...	...	...	...	28	51	...	...	1	3,57
23	41	...	...	...	...	...	...	...	...	...	23	41	...	...	1	3,03
22	44	...	...	...	...	...	...	...	...	...	22	44	...	...	2	3,45

† Includes figures for the Morappur-Hosur and Tirupattur-Krishnagiri railways.
§ Information not available.
†† Included with the Kolar District railway (2′ 6″ gauge).
‖ Live stock has been converted into tons at—

A head of cattle, or a pony or horse	= 0·25 ton.
A head of sheep, goat, etc.	= 0·055 ton.
An elephant	= 2·50 tons.

APPEN

Details of gross earnings

Railway system.	Year.	COACHING TRAFFIC.												Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings [In thousands.]
		Passenger Traffic.													
		1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
		No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	Number of trip up an down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2' 6" Gauge —*contd.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	Rs.
Barsi Light.	1914-15	4	2	3,9	7	...	...	924,3	4,96	...	...	928,6	5,05	18	5,23
	1915-16	4	2	3,4	6	...	...	774,7	3,95	1	...	778,6	4,03	19	4,22
	1916-17	4	2	4,5	8	...	...	941,6	5,67	...	...	946,5	5,77	22	5,99
	1917-18	4	2	4,1	9	...	...	689,7	4,26	...	...	694,2	4,37	19	4,56
	1918-19	3	2	5,2	13	...	...	807,3	4,99	...	...	812,8	5,14	25	5,39
Bengal Provincial.	1914-15	2	...	1,7	1	20,2	4	582,6	90	35,9	4	590,6	99	4	1,03
	1915-16	2	...	1,5	1	19,8	4	520,7	91	22,8	4	565,0	1,00	6	1,06
	1916-17	1	...	1,6	1	16,6	3	464,1	81	20,8	4	508,2	89	6	95
	1917-18	2	...	1,1	...	8,4	2	403,3	76	14,6	2	427,6	80	5	85
	1918-19	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Bukhtiarpur Bihar Light.	1914-15	6	1	3,2	2	16,8	8	419,7	93	...	...	440,3	1,04	7	1,11
	1915-16	8	1	3,3	3	19,8	10	618,8	1,60	...	...	642,7	1,74	7	1,81
	1916-17	6	1	2,7	2	16,8	8	422,8	93	...	...	442,9	1,04	6	1,10
	1917-18	4	1	2,5	2	11,8	7	441,7	1,10	....	...	456,4	1,20	9	1,29
	1918-19	4	1	2,0	2	10,1	6	359,1	81	...	...	371,6	93	4	94
Burdwan Katwa.	1915-16	...	...	6	...	3,4	1	123,0	31	...	...	137,0	32	2	34
	1916-17	1	...	1,4	1	10,3	5	358,7	1,06	...	...	370,5	1,12	5	1,17
	1917-18	...	...	1,2	1	8,2	4	342,4	1,02	...	...	351,8	1,07	5	1,12
	1918-19	...	...	1,5	1	9,1	5	361,6	1,05	...	...	372,2	1,11	5	1,16
Champaner-Shivrajpur-Pani Light.	1914-15	...	...	4	1	...	...	136,0	28	...	...	136,4	29	1	30
	1915-16	...	...	4	...	...	...	123,6	26	...	...	124,0	26	1	27
	1916 17	...	...	7	1	...	...	133,6	40	...	...	139,3	41	1	42
	1917-18	...	...	7	1	...	...	155,3	35	...	...	156,0	36	3	39
	1918-19	...	...	8	1	...	...	225,6	58	...	...	226,4	59	2	61
Cutch State.	1914-15	2	1	8	1	...	...	83,5	40	...	...	84,5	42	6	48
	1915-16	...	...	9	1	...	...	75,3	36	...	...	76,2	37	6	43
	1916-17	...	...	11	2	...	...	86,6	42	...	...	87,7	44	7	51
	1917-18	...	...	4	1	...	...	50,3	23	...	...	50,7	24	6	30
	1917-18	...	...	12	2	...	...	97,8	47	....	...	99,0	49	9	58
Dehri-Rohtas Light.	1914-15	2	1	...	...	3	...	59,8	13	...	...	60,3	14	...	14
	1915-16	2	...	...	...	4	...	54,7	12	...	...	55,3	12	...	12
	1916-17	2	...	...	...	4	...	69,3	15	...	...	69,9	15	...	15
	1917-18	1	...	...	...	3	...	65,1	13	...	...	65,5	13	1	14
	1918-19	1	...	...	...	2	...	65,9	14	...	...	66,2	14	1	15

*Information not furnished.

DIX 6—*contd.*

of each railway system.

GOODS TRAFFIC.													Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
Merchandise General.		Military Stores.		Coal and Coke for the public and foreign railways.		—Revenue Stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.					
Tons. [In thousands.]	Earnings. [In thousands.]	Tons [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] *	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	R s.	Rs.	Rs.	Rs.
182	5,14	...	...	7	21	9	5	1	...	4	149	5,44	5	...	46	11,18
152	5,65	...	...	7	22	9	4	...	...	4	168	5,95	5	...	45	10,67
112	4,60	...	...	5	15		2	...	...	3	121	4,80	5	...	41	11,25
81	3,44	...	...	5	14	3	1	...	...	4	89	3,63	5	...	37	8,61
92	4,05	...	...	6	18	4	1	...	...	4	102	4,28	10	...	33	10,10
45	37	...	...	1	1	...	...	...	...	...	46	38	...	...	2	1,43
41	32	...	...	1	1	...	...	...	...	...	42	33	1	...	1	1,41
42	30	...	...	...	...	...	...	...	...	...	42	30	1	...	2	1,28
31	27	...	...	...	...	...	...	...	...	...	31	27	...	...	2	1,14
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†
34	55	...	...	...	...	...	...	...	...	...	34	55	...	...	...	1,66
5	48	...	...	...	...	...	...	...	...	...	25	48	...	...	2	2,31
0	46	...	...	...	...	...	...	...	...	...	30	46	...	...	1	1,57
37	66	...	...	...	...	...	...	...	...	...	37	66	...	...	2	1,9
47	64	...	...	...	...	...	...	...	...	...	47	64	...	...	2	1,60
1	2	...	...	...	1	...	1	...	...	...	3	4	...	...	...	38
6	8	...	...	4	5	1	1	...	...	...	11	14	...	...	2	1,33
11	16	...	...	2	2	...	...	...	...	...	13	18	...	...	2	1,32
13	20	...	...	1	1	...	...	...	...	...	14	21	...	...	4	1,41
3	29	...	...	1	1	1	...	...	...	...	35	30	1	...	3	64
50	6	...	...	1	...	...	...	...	...	...	51	46	1	...	...	74
48	50	...	...	1	1	4	1	...	...	...	53	52	1	...	...	95
62	81	2	3	1	...	1	...	...	...	...	66	84	1	...	1	1,25
47	61	5	4	1	1	...	...	...	...	...	53	66	1	...	1	1,29
17	40	...	...	...	1	...	...	...	...	8	17	49	...	...	...	97
23	43	...	...	1	2	...	...	...	...	11	24	61	...	...	1	1,05
17	33	...	...	...	...	...	...	...	...	8	17	41	...	...	1	93
11	21	...	...	1	2	...	...	...	...	5	12	28	...	...	1	59
23	43	...	...	1	3	...	...	...	...	10	23	61	...	...	1	1,20
103	1,58	...	...	9	15	...	...	...	...	...	112	1,78	...	...	4	1,91
122	1,84	...	...	12	18	...	...	...	...	...	134	2,02	...	...	5	2,19
123	1,87	...	...	16	24	...	...	...	...	...	139	2,11	...	...	6	2,33
120	1,78	...	...	12	18	...	...	...	...	...	132	1,96	...	...	8	2,18
122	1,79	...	...	15	21	...	...	...	...	...	137	2,00	...	...	8	2,23

*Live-stock has been converted into tons at:—
A head of cattle, or a pony or horse ... =0·25 ton.
A head of sheep, goat, etc. ... ... =0·025 ton.
An elephant ... ... =2·50 ton.

†Information not furnished.

APPEN

Details of gross earnings

Railway system.	Year.	COACHING TRAFFIC.													
		Passenger Traffic.												Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. [In thousands.]
		1st class		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
		No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	Number of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2' 6" Gauge —*contd.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	Rs.
Dholpur-Bari.	1914-15	7	1	...	...	...	...	79,0	24	...	...	79,7	25	2	27
	1915-16	...	...	4	1	...	...	28,8	28	...	...	89,2	29	1	30
	1916-17	...	...	7	1	...	...	103,8	34	...	...	104,5	35	3	38
	1917-18	...	...	6	1	...	...	109,6	36	...	...	110,2	37	4	41
	1918-19	...	...	4	1	...	...	122,5	41	...	...	122,9	42	3	45
Godhra-Lunavada.	1914-15	...	...	6	1	...	...	79,8	33	...	...	80,4	34	1	35
	1915-16	...	...	6	1	...	...	88,3	37	...	...	88,9	38	2	40
	1916-17	...	...	8	1	...	...	102,5	43	...	...	103,3	44	2	46
	1917-18	...	...	5	1	...	...	79,8	31	...	...	80,3	32	3	35
	1918-19	...	...	10	1	...	...	103,4	44	...	...	104,4	45	3	48
Jessore-Jhenidah.	1914-15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	191516														
	1916-17	3	1	1,3	1	7,0	4	210,5	65	...	...	219,1	71	6	77
	1917-18	2	...	1,1	1	3,8	2	174,2	55	...	...	179,3	58	7	65
	1918-19	2	1	1,4	1	4,7	3	207,0	64	...	...	213,3	69	7	76
Kalighat-Falta.	1917-18	1	....	1,0	1	10,0	3	306,1	69	4,1	1	321,3	74	4	78
	1918-19	1	...	3,2	1	23,4	7	620,0	1,46	...	...	646,7	1,54	5	1,59
Kolar District.	1914-15	...	...	1,0	1	...	...	155,3	26	1,0	...	157,3	27	...	27
	1915-16	1	...	1,2	1	...	...	169,6	29	1,7	...	172,6	30	1	31
	1916-17	5	1	4,1	3	...	...	466,2	1,23	5,8	...	476,6	1,27	4	1,31
	1917-18	7	1	4,3	5	...	...	567,7	1,72	8	...	573,5	1,78	8	1,86
	1918-19	7	2	6,3	7	...	...	682,8	2,17	5,5	...	695,3	2,26	10	2,36
Madeya Light.	1914-15 to 1918-19	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Morappur-Hosur and Tirupattur-Krishnagiri.	1914-15	†	3	†	...	...	...	†	1,31	†	...	†	1,34	7	1,41
	1915-16	†	3	†	...	...	...	†	1,45	†	1	†	1,49	8	1,57
	1916-17	†	4	†	...	...	...	†	1,62	†	...	†	1,66	7	1,73
	1917-18	†	3	†	...	...	...	†	1,64	†	1	†	1,68	10	1,78
	1918 19	†	4	†	...	...	...	†	1,80	†	1	†	1,85	9	1,94
Mourbhanj State.	1914-15	1	...	3	1	2,6	1	73,2	23	...	...	76,2	25	2	27
	1915-16	1	...	3	1	2,5	2	63,7	20	...	...	66,6	23	2	25
	1916-17	2	...	4	1	3,2	2	66,4	21	...	...	70,2	24	3	27
	1917-18	1	...	3	1	2,0	1	42,4	19	...	...	51,8	21	3	24
	1918-19	1	1	3	1	2,1	1	52,9	20	...	...	55,4	23	2	25

* Information not available.
† Included with the South Indian railway (3' 3¾" gauge).

DIX 6—*contd.*

of each railway system.

GOODS TRAFFIC.																
Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.		Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings [In thousands.]
Tons [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] ‡	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
30	43	...	...	...	...	1	...	...	...	...	31	43	1	...	1	72
33	56	...	...	...	...	1	...	...	...	...	33	56	1	...	1	88
39	66	...	...	...	...	1	...	...	...	...	40	66	1	...	1	1,06
43	68	...	...	...	...	1	...	...	...	...	44	68	1	...	1	1,11
62	70	...	...	...	...	...	...	...	...	1	62	71	1	...	1	1,18
6	9	...	...	...	...	...	...	...	...	...	6	9	1	...	...	45
6	11	...	...	...	...	...	...	...	...	...	6	11	1	...	1	53
12	17	...	...	...	...	...	...	...	...	...	12	17	1	...	1	65
13	17	...	...	...	...	...	...	...	...	...	13	17	1	...	1	54
16	26	1	1	...	...	...	...	..	...	...	17	27	2	...	2	79
*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	77
																95
12	27	...	...	1	1	1	1	...	...	...	14	29	...	...	5	1,11
10	22	...	...	1	1	...	...	...	...	..	11	23	...	...	1	89
13	26	...	...	...	...	...	...	...	...	...	13	26	...	...	1	1,03
8	10	...	...	...	...	...	...	...	...	...	8	10	...	...	1	89
20	27	...	...	...	...	...	...	...	...	...	20	27	...	...	3	1,33
6	7	...	...	...	...	6	2	...	...	...	12	9	...	...	...	36
7	7	...	...	...	...	4	2	...	...	...	11	9	...	...	3	48
24	40	...	...	...	...	3	2	...	...	...	27	42	1	...	3	††1,77
30	63	...	...	...	...	5	4	...	...	1	35	68	1	...	6	††2,61
23	58	...	...	...	...	4	4	...	...	1	27	63	1	...	2	††2,32
*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
†	54	...	...	...	...	†	1	...	...	1	†	56	...	...	1	1,98
†	64	...	...	...	...	†	1	...	...	...	†	65	...	...	1	2,23
†	70	...	...	...	...	†	1	...	...	2	†	73	...	...	3	2,40
†	64	...	...	...	...	†	1	...	...	1	†	66	...	...	29	2,73
†	74	...	...	...	...	†	...	...	...	1	†	76	...	...	26	2,44
16	27	...	...	...	...	...	...	...	...	...	16	27	...	...	...	54
13	23	...	...	...	...	...	1	...	...	...	13	23	...	...	...	49
14	24	...	...	...	...	...	1	...	...	...	14	25	...	...	...	59
15	28	...	...	...	...	...	...	...	...	...	15	28	...	...	...	53
10	20	...	...	...	...	1	1	...	...	...	11	21	...	...	...	46

* Information not available.
† Included with the South Indian railway (3' 3⅜" gauge).
†† Includes figures for the Bangalore-Chik Ballapur Light railway.
‡ Live-stock has been converted into tons at :—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

APPEN

Details of gross earnings

Railway system.	Year.	COACHING TRAFFIC.													
		Passenger Traffic.												Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. [In thousands.]
		1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
		No. [In hundreds.]	Earnings [In thousands.]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2' 6" Gauge —*concld.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	Rs.
Nadiad-Kapadvanj.	1914-15	...	...	9	1	...	...	224,6	81	...	...	225,5	82	5	87
	1915-16	...	...	1,0	1	...	...	242,3	86	...	...	249,3	87	6	93
	1916-17	...	...	1,0	1	...	...	273,0	97	...	...	274,0	98	7	1,05
	1917-18	...	...	9	2	...	...	295,7	100	...	...	296,6	1,02	8	1,10
	1918-19	...	...	1,4	3	...	...	376,8	128	...	...	378,2	1,31	8	1,39
Parlakimedi Light.	1914-15	2	...	3	...	2,4	1	158,2	37	...	...	161,1	38	3	41
	1915 16	1	...	3	...	2,1	1	119,9	29	...	...	122,4	30	2	32
	1916-17	2	1	4	...	2,8	1	158,2	36	...	...	161,6	38	2	40
	1917-18	1	...	3	1	2,2	1	134,6	37	...	...	137,2	39	3	42
	1918-19	1	1	4	1	2,3	1	142,2	0	...	...	145,0	42	2	44
Powayan Light.	1914-15	1	...	2,6	2	...	...	359,7	53	...	...	362,4	55	2	57
	1915-16	1	...	3,7	2	...	...	414,7	62	...	...	418,5	64	2	66
	1916-17	1	...	3,2	2	1	...	416,3	63	...	...	419,7	65	2	67
	1917-18	1	...	3,1	2	2	...	400,8	65	...	...	404,2	67	2	69
	1918-19	1	...	6	1	...	...	89,4	17	...	...	90,0	18	...	18
Shahdara (Delhi)-Saharanpur. Light.	1914-15	5	1	...	...	15,0	9	1,020,8	3,31	...	...	1,036,3	3,41	10	3,51
	1915-16	6	1	...	...	16,4	10	1,022,3	3,38	...	...	1,039,3	3,49	10	3,59
	1916-17	6	2	1	...	16,3	11	1,092,2	3,69	...	...	1,111,2	3,82	12	3,94
	1917-18	8	2	...	...	17,4	11	1,080,2	3,59	...	...	1,098,4	3,72	16	3,88
	1918-19	7	2	1	...	18,8	13	1,055,7	4,03	...	...	1,075,3	4,18	15	4,33
Tezore-Balipara Light.	1914-15	1,3	2	...	...	7	2	164,2	40	17,4	1	190,1	45	6	51
	1915-16	1,2	1	...	...	7,4	2	189,2	41	18,6	2	216,4	46	7	53
	1916-17	1,2	2	...	...	7,2	2	159,2	38	19,7	2	187,3	44	7	51
	1917-18	1,0	1	...	...	6,8	2	167,5	40	19,6	2	194,9	45	7	52
	1918-19	9	1	...	...	8,0	2	186,0	44	19,6	2	214,5	49	8	57
2' 0" Gauge.															
Darjeeling Himalayan.	1914-15	6,0	72	23,0	99	...	...	206,7	1,91	...	...	235,7	3,62	1,20	4,82
	1915-16	7,1	80	27,8	1,10	...	...	348,3	2,66	...	...	388,2	4,56	1,36	5,92
	1916-17	7,7	91	33,5	1,37	...	...	623,3	3,90	1	1	664,6	6,18	1,54	7,72
	1917-18	8,7	1,20	30,1	1,33	...	...	514,7	3,97	3	1	553,8	6,51	1,74	8,25
	1918-19	10,7	1,50	38,3	1,54	...	...	513,2	4,28	3	1	562,5	7,33	1,86	9,19
Gwalior Light.	1914-15	2	1	4,0	6	...	...	330,6	1,90	...	...	334,8	1,97	19	2,16
	1915 16	9	6	6,5	13	...	...	371,1	2,13	...	...	378,5	2,32	22	2,54
	1916-17	4	3	5,8	10	...	...	428,6	2,35	...	...	434,8	2,48	21	2,69
	1917-18	9	6	6,2	15	...	...	391,3	2,43	...	...	398,4	2,64	27	2,91
	1918-19	12	8	7,8	21	...	...	462,7	3,02	...	...	471,7	3,31	25	3,56

DIX 6—*contd.*

of each railway system.

GOODS TRAFFIC.															
MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands.]	Steam boat earnings [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.
Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
14	31	...	...	...	...	1	...	...	...	...	15	31	...	...	1	1,19
20	40	...	...	...	...	...	...	...	...	...	20	40	...	...	1	1,34
18	37	...	...	1	1	...	...	...	...	...	19	38	...	...	1	1,44
23	46	...	...	...	1	...	...	...	...	...	23	47	...	...	1	1,58
37	64	...	...	1	1	...	...	...	...	...	38	65	...	...	1	2,05
10	9	...	...	...	...	...	...	...	...	...	10	9	...	...	...	50
9	8	...	...	...	...	1	1	...	...	...	10	9	...	...	...	41
11	9	...	...	...	...	...	...	...	...	...	11	9	...	...	...	49
12	10	...	...	...	...	1	2	...	...	...	13	12	...	...	...	54
10	9	...	...	...	...	...	...	...	...	...	10	9	...	...	...	53
22	25	...	...	...	...	...	...	...	...	1	22	26	...	...	...	83
28	30	...	...	...	...	...	...	...	...	...	28	30	...	...	...	96
34	34	...	...	...	...	...	...	...	...	...	34	34	...	...	...	1,01
29	33	...	...	...	...	...	...	...	...	...	29	33	...	...	...	1,02
7	8	...	...	...	...	...	...	...	...	...	7	8	...	...	...	26
116	2,91	...	...	1	1	1	1	...	...	1	118	2,94	...	...	3	6,48
71	1,86	...	...	1	2	1	1	...	...	...	73	1,89	...	...	1	5,49
99	2,69	...	...	2	2	...	...	...	...	1	101	2,72	...	...	3	6,69
119	3,20	...	...	1	2	1	1	...	...	2	121	3,25	...	...	3	7,16
123	3,56	...	...	...	...	...	...	...	...	2	123	3,58	...	...	3	7,94
12	50	...	...	11	28	...	...	...	...	2	23	80	2	...	3	1,36
13	54	...	...	10	27	...	...	...	...	2	23	83	2	...	4	1,42
13	58	...	...	14	36	...	...	...	...	2	27	91	2	...	4	1,48
10	46	...	...	9	25	...	...	...	...	3	19	74	2	...	5	1,33
12	53	...	...	11	28	...	...	...	...	3	23	84	2	...	12	1,55
42	5,63	...	9	4	37	9	30	...	2	...	55	6,41	3	...	10	11,36
66	6,58	...	5	4	37	14	44	1	3	2	85	7,49	4	...	7	13,52
91	7,29	...	4	9	52	23	59	...	3	1	123	8,48	4	...	9	16,33
88	7,32	...	3	5	41	23	39	...	1	7	116	8,23	4	...	7	16,59
103	7,72	...	3	7	48	28	36	...	3	4	138	8,66	6	...	13	18,04
95	2,99	...	...	4	7	...	...	...	...	2	99	3,08	4	...	3	5,31
101	3,13	...	...	3	5	1	1	...	...	2	105	3,21	4	...	6	5,85
81	2,75	...	...	2	4	2	3	...	...	1	85	2,83	6	..	5	5,63
88	3,37	...	...	3	3	3	4	...	...	3	94	3,52	7	...	8	6,58
87	3,91	...	...	1	2	4	6	...	...	4	92	4,03	8	...	6	7,73

* Live-stock has been converted into tons at :—
A head of cattle, or a pony or horse =0·25 ton.
A head of sheep, goat, etc. ... =0·025 ton.
An elephant ... =2·50 tons.

APPEN

Details of gross earnings

Railway system.	Year.	COACHING TRAFFIC. Passenger Traffic. 1st class. No. [In hundreds]	1st class. Earnings. [In thousands]	2nd class. No. [In hundreds.]	2nd class. Earnings. [In thousands]	Inter. class. No. [In hundreds.]	Inter. class. Earnings. [In thousands.]	3rd class. No. [In hundreds.]	3rd class. Earnings. [In thousands.]	Season and vendors' tickets. No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Season and vendors' tickets. Earnings. [In thousands.]	Total. No. [In hundreds.]	Total. Earnings. [In thousands.]	Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. [In thousands.]
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2'0" Gauge. —*concld.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	Rs.
Howrah-Amta Light.	1914-15	7	1	9,9	3	91,9	24	1,556,3	4,59	352,5	23	2,011,3	5,10	17	5,27
	1915-16	6	1	13,2	3	110,5	27	1,595,8	4,67	365,2	25	2,085,3	5,23	18	5,41
	1916-17	6	1	13,8	3	113,2	28	1,606,2	4,71	393,5	26	2,127,3	5,29	15	5,44
	1917-18	35	3	1,7	1	69,5	23	1,566,9	4,66	308,4	25	1,950,0	5,18	17	5,35
	1918-19	71	4	...	...	86,1	27	1,675,0	4,96	325,0	27	2,093,2	5,54	21	5,75
Howrah-Sheakhala Light.	1914-15	1	...	1,4	...	36,4	7	491,8	98	378,5	31	908,2	1,36	3	1,39
	1915-16	2	...	1,2	1	38,2	8	507,8	99	376,7	31	933,1	1,39	4	1,43
	1916-17	1	...	1,0	...	40,6	7	508,1	99	454,6	35	1,004,4	1,41	3	1,44
	1917-18	6	1	3	...	23,5	5	497,9	98	367,7	35	899,0	1,39	4	1,43
	1918-19	11	1	...	...	31,0	7	534,3	1,05	447,7	41	1,014,1	1,54	4	1,58
Jagadhri Light.	1914-15	...	...	4	...	...	...	139,4	13	...	...	139,8	13	1	14
	1915-16	...	...	3	...	...	...	137,6	13	...	...	137,9	13	1	14
	1916-17	2	...	...	...	17	...	83,8	8	...	...	85,7	8	2	10
	1917-18	1	...	...	...	27	1	97,1	9	...	...	99,9	10	1	11
	1918-19	3	...	...	...	28	1	90,0	8	...	...	93,1	9	3	12
Jorhat (Provincial).	1914-15	...	...	...	...	...	...	214,2	37	...	...	214,2	37	...	37
	1915-16	...	...	...	...	...	...	207,3	35	...	...	207,3	35	...	35
	1916-17	...	...	...	...	...	...	220,5	39	...	...	220,5	39	...	39
	1917-18	...	...	...	...	...	...	200,1	36	...	...	200,1	36	...	36
	1918-19	...	...	...	...	...	...	209,1	35	...	...	209,1	35	...	35
Kulasekarapatnam Light.	1915-16	...	...	...	...	...	...	64,9	9	...	...	64,0	9	...	9
	1916-17	...	...	...	...	...	...	78,0	11	...	...	78,0	11	...	11
	1917-18	...	...	...	...	...	...	66,2	10	...	...	66,2	10	...	10
	1918-19	...	...	...	...	...	...	55,7	13	...	...	55,7	13	...	13
Pipar-Bilara Light.	1914-15	...	...	3	...	...	...	74,4	19	...	...	74,7	19	...	19
	1915-16	...	...	3	...	...	...	74,2	18	...	...	74,5	18	2	20
	1916-17	...	...	3	...	...	...	73,4	18	...	...	73,7	18	1	19
	1917-18	...	...	2	...	...	...	39,1	10	...	...	39,3	10	1	11
	1918-19	...	...	4	...	...	...	77,3	24	...	...	77,7	24	1	25
Tarikere-Narasimharajapura.	1914-15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	1915-16	...	...	...	...	...	...	7,4	3	...	...	7,4	3	...	3
	1916-17	...	...	...	...	...	...	3,2	1	...	...	3,2	1	...	1
	1917-18	...	...	6	1	...	...	21,6	13	...	...	22,2	14	...	14
	1918-19	...	...	13	2	...	...	26,9	16	...	...	28,2	18	...	18
Total of all Railways.	1914-15	724,5	59,78	3,462,5	89,89	12,617,7	1,03,31	403,558,8	17,62,96	30,722,4	19,35	451,085,9	20,35,29	3,13,43	23,44,26
	1915-16	728,7	58,76	3,791,1	1,01,41	13,648,1	1,12,82	413,254,0	18,04,85	32,959,0	20,78	464,330,9	20,98,57	3,20,21	24,14,00
	1916-17	822,6	72,26	4,607,1	1,30,01	14,348,8	1,22,41	431,456,2	19,61,59	34,796,2	21,92	486,030,9	23,08,19	4,03,14	27,05,95
	1917-18	882,6	95,25	4,216,1	1,43,30	7,719,4	1,15,73	381,016,7	21,44,51	36,433,9	24,36	430,268,7	25,23,15	4,99,39	30,17,05
	1918-19	1,018,6	1,11,69	5,118,6	1,72,66	8,721,6	1,42,68	404,387,6	24,42,81	40,456,9	27,74	459,782,4	28,97,78	5,28,87	34,20,16

* Information not available.

DIX 6—*concld.*

of each railway system.

GOODS TRAFFIC.																
Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.		Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. (In thousands.]	Total gross earnings. [In thousands.]
Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] †	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.	Earnings. [In thousands]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
48	83	...	...	...	...	...	...	...	...	...	48	83	...	...	3	6,13
39	74	...	...	...	...	...	...	...	...	...	39	74	...	...	2	6,17
39	60	...	...	...	...	...	...	...	...	...	39	60	...	...	3	6,07
39	63	...	...	...	...	...	...	...	...	...	39	63	...	...	4	6,02
44	76	...	...	...	...	...	...	...	...	...	44	76	1	...	3	6,55
12	16	...	...	...	...	...	...	...	...	...	12	16	...	...	1	1,56
14	18	...	...	...	...	...	...	...	...	...	14	18	...	...	1	1,62
13	16	...	...	...	...	...	...	...	...	...	13	16	...	...	1	1,61
14	18	...	...	...	...	...	...	...	...	...	14	18	...	...	1	1,62
13	16	...	...	...	...	...	...	...	...	...	13	16	...	...	1	1,75
11	8	...	...	...	...	...	...	...	...	...	11	8	...	...	...	22
11	9	...	...	...	...	...	...	...	...	...	11	9	...	...	...	23
11	7	...	...	...	...	...	...	...	...	...	11	7	...	...	...	17
10	8	...	...	...	...	...	...	...	...	...	10	8	...	...	...	19
8	5	...	...	...	...	...	...	...	...	...	8	5	...	...	1	13
22	81	...	...	...	...	...	...	...	...	...	22	81	1	...	2	1,21
30	1,15	...	...	...	...	...	...	...	...	...	30	1,15	1	...	6	1,57
33	1,21	...	...	...	...	...	...	...	...	...	33	1,21	1	1	3	1,65
28	1,01	...	...	...	...	...	...	...	...	...	28	1,01	1	...	4	1,42
20	73	...	...	...	...	...	...	...	...	...	20	73	1	...	4	1,13
9	9	...	...	...	...	...	...	...	...	...	9	9	...	...	...	18
23	68	...	...	1	1	...	...	...	...	...	24	69	...	...	...	80
23	22	...	...	2	...	1	...	...	...	...	26	22	...	...	...	32
23	29	...	...	1	...	...	...	...	...	...	24	29	...	...	...	42
	6	...	...	...	...	...	...	...	...	...	3	6	...	...	...	25
8	14	...	...	...	...	...	...	...	...	...	8	14	...	...	...	34
5	7	...	...	...	...	...	...	...	...	...	5	7	...	...	...	26
5	9	...	...	...	...	...	...	...	...	...	5	9	...	...	...	20
4	5	...	...	...	...	...	...	...	...	...	4	5	...	...	...	30
*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2	4	...	...	...	...	1	...	...	...	...	3	4	...	...	1	8
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	2	...	...	...	...	1	1	...	...	...	1	3	...	...	...	17
1	7	...	...	...	...	2	2	...	...	...	3	9	...	...	1	28
1,410	26,38,63	232	25,12	18,474	5,62,75	20,641	2,28,31	215	36,86	25,93	80,972	35,09,18	9,06	34,35	1,45,12	‡60,42,74
44,660	29,23,35	415	46,53	19,061	6,29,86	18,105	2,25,42	258	42,25	22,90	82,499	38,75,79	9,51	22,47	1,43,32	64,66,04
44,357	29,69,29	778	71,54	22,392	7,97,91	18,442	2,45,40	273	40,00	29,38	86,242	41,43,00	10,89	22,34	1,86,24	70,68,42
43,933	31,41,78	1,666	1,45,84	21,822	8,26,04	17,823	2,74,26	228	36,11	37,44	85,472	44,49,54	12,67	19,36	2,37,77	77,36,39
47,207	34,89,96	2,468	1,93,71	23,255	8,79,58	17,953	2,88,24	278	43,31	35,44	91,161	49,13,89	17,18	22,20	2,55,25	86,23,68

* Information not available.

† Live-stock has been converted into tons at :—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

‡ Includes figures for the Jessore-Jhenidah railway for which detailed information is not available.

APPEN

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10
5′ 6″ GAUGE.									
Bengal-Nagpur (including 2′ 6″ gauge branches)	1914-15	38,71	9·44	68,93	16·81	20,93	5·11	35,77	8·72
	1915-16	46,38	10·45	71,02	16·01	21,09	4·75	35,88	7·97
	1916-17	44,18	8·62	77,29	15·09	28,48	5·56	38,83	7·58
	1917-18	43,68	7·75	84,68	15·01	38,04	6·75	39,19	6·95
	1918-19	49,05	7·90	97,12	15·64	53,27	8·58	44,88	7·23
Bombay, Baroda and Central India (including 2′ 6″ gauge lines worked).	1914-15	38,94	10·53	76,42	20·67	17,54	4·74	28,36	7·67
	1915-16	49,99	12·26	71,44	17·52	16,98	4·17	27,69	6·79
	1916-17	26,46	6·16	73,32	17·06	18,81	4·38	28,65	6·67
	1917-18	33,22	6·77	87,73	17·90	22,95	4·68	32,21	6·57
	1918-19	35,45	6·22	1,04,93	18·39	30,17	5·29	39,33	6·89
Eastern Bengal	1914-15	25,22	13·67	33,52	18·16	6,74	3·65	32,46	17·59
	1915-16	31,08	14·42	29,58	13·72	9,12	4·24	33,36	15·51
	1916-17	24,68	11·09	28,01	12·59	11,49	5·16	34,35	15·43
	1917-18	29,19	14·00	27,52	13·21	10,63	5·10	33,64	16·14
	1918-19	27,88	11·80	32,12	13·61	13,78	5·84	37,42	15·85
East Indian	1914-15	86,07	8·04	1,29,34	12·08	36,83	3·44	97,30	9·09
	1915-16	87,01	8·03	1,34,57	12·42	44,32	4·09	97,17	8·96
	1916-17	82,85	7·28	1,33,09	11·62	43,38	3·79	1,00,65	8·79
	1917-18	84,54	6·92	1,39,00	11·38	38,94	3·19	1,00,08	8·19
	1918-19	86,46	6·21	1,66,24	11·94	46,80	3·36	1,13,27	8·13
Great Indian Peninsula (including 2′ 6″ gauge lines worked).	1914-15	1,05,00	12·62	2,22,19	26·70	44,89	5·39	82,00	9·85
	1915-16	1,11,77	11·51	2,38,00	24·51	44,81	4·62	79,22	8·16
	1916-17	93,89	8·96	2,56,50	24·48	38,63	3·69	81,56	7·79
	1917-18	1,02,98	9·06	2,75,10	24·22	45,86	4·04	91,56	8·06
	1918-19	1,21,60	9·39	3,26,04	25·17	71,28	5·50	1,04,81	8·10
Madras and Southern Mahratta	1914-15	26,86	11·40	49,92	21·20	12,37	5·26	16,25	6·90
	1915-16	27,84	10·71	55,34	21·28	12,85	4·94	16,17	6·22
	1916-17	22,99	7·64	63,64	21·15	16,59	5·51	17,01	5·65
	1917-18	22,07	6·57	62,59	18·64	18,32	5·45	17,80	5·30
	1918-19	21,60	6·14	67,58	19·20	22,57	6·42	19,08	5·43
Nizam's Guaranteed State	1914-15	9,45	14·95	9,92	15·69	1,86	2·94	4,20	6·65
	1915-16	15,33	22·06	7,95	11·44	3,52	5·07	4,14	5·96
	1916-17	5,40	7·61	10,89	15·35	1,94	2·74	4,13	5·82
	1917-18	5,32	6·86	9,19	11·86	3,46	4·46	4,30	5·56
	1918-19	14,65	17·57	11,45	13·74	3,32	3·98	5,05	6·07

DIX 7.

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.		
11	12	13	14	15	16	17	18	19	20
									5′ 6″ GAUGE.
21,72	5·30	4,63	1·13	16,08	3·92	2,06,77	50·43	1914-15	Bengal-Nagpur (including 2′ 6″ gauge branches).
21,36	4·81	4,38	0·98	17,92	4·04	2,17,48	49·01	1915-16	
21,79	4·25	4,72	0·92	31,07	6·07	2,46,36	48·09	1916-17	
23,05	4·08	4,93	0·87	29,08	5·16	2,62,60	46·57	1917-18	
25,13	4·05	4,76	0·77	33,49	5·39	3,07,70	49·56	1918-19	
14,37	4·02	...	...	14,60	3·95	1,90,73	51·58	1914-15	Bombay, Baroda and Central India (including 2′ 6″ gauge lines worked).
14,69	3·60	...	...	13,33	3·27	1,94,12	47·61	1915-16	
14,75	3·43	...	...	16,79	3·90	1,78,78	41·60	1916-17	
15,87	3·24	...	...	21,59	4·40	2,13,57	43·56	1917-18	
17,61	3·09	...	...	21,78	3·82	2,49,27	43·70	1918-19	
12,36	6·70	...	...	11,65	6·31	1,21,95	66·08	1914-15	Eastern Bengal.
11,19	5·29	...	...	7,76	3·61	1,21,99	56·70	1915-16	
12,55	5·64	...	...	6,70	3·01	1,17,78	52·92	1916-17	
13,05	6·26	...	...	7,51	3·60	1,21,54	58·31	1917-18	
14,94	6·30	...	...	9,00	3·82	1,35,14	57·22	1918-19	
35,61	3·32	2,06	0·19	34,89	3·26	4,22,10	39·42	1914-15	East Indian.
35,80	3·30	1,72	0·16	22,18	2·05	4,22,77	39·01	1915-16	
36,34	3·17	—24	—0·02	25,59	2·23	4,21,66	36·81	1916-17	
38,07	3·11	—11	—0·01	25,57	2·09	4,26,09	34·87	1917-18	
42,79	3·00	—1	...	33,03	2·37	4,87,58	35·01	1918-19	
33,44	4·02	...	...	34,60	3·16	5,23,64	62·67	1914-15	Great Indian Peninsula (including 2′ 6″ gauge lines worked).
33,32	3·43	...	...	46,69	4·81	5,56,13	56·97	1915-16	
37,69	3·59	...	...	54,68	5·23	5,65,99	53·69	1916-17	
39,10	3·43	...	...	51,08	4·50	6,09,19	53·27	1917-18	
47,26	3·64	...	...	65,11	5·03	*7,41,00	57·22	1918-19	
10,72	4·55	...	...	8,72	3·70	1,24,84	53·01	1914-15	Madras and Southern Mahratta.
10,61	4·08	...	...	10,12	3·89	1,32,93	51·12	1915-16	
11,27	3·74	...	...	17,32	5·76	1,48,32	49·45	1916-17	
11,49	3·42	...	...	18,61	5·54	1,50,88	44·92	1917-18	
11,70	3·33	...	...	19,82	5·63	1,62,30	46·15	1918-19	
3,31	5·24	...	...	2,29	3·62	31,03	49·09	1914-15	Nizam's Guaranteed State.
3,30	4·75	...	...	3,35	4·82	37,59	54·10	1915-16	
3,57	5·03	...	...	4,31	6·08	30,24	42·63	1916-17	
4,13	5·33	...	...	14,47	18·68	40,87	52·75	1917-18	
4,26	5·11	...	...	12,26	14·71	50,99	61·18	1918-19	

* Includes Rs. 4,06,000 for the Central Provinces, Rs. 56,000 for the Dhond-Baramati and Rs. 28,000 for the Pachora-Jamner railways for which detailed figures are not available.

APPEN

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE—*concld.*									
North Western—									
Commercial section (including 2'.6" gauge lines)	1914-15	1,12,82	13·28	2,00,19	23·56	40,69	4·79	87,42	10·29
	1915-16	1,19,99	13·49	1,77,20	19·93	37,40	4·21	87,10	9·80
	1916-17	1,15,69	11·33	1,70,59	16·71	35,32	3·46	86,51	8·47
	1917-18	88,39	7·04	2,06,11	16·42	41,36	3·30	93,47	7·45
	1918-19	1,20,26	9·38	2,41,29	18·81	63,23	4·93	1,17,54	9·16
Military section (including 2' 6" gauge lines)...	1914-15	18,22	25·11	29,55	40·72	4,61	6·35	9,86	13·59
	1915-16	18,57	24·00	27,95	36·12	4,94	6·38	10,16	13·13
	1916-17	18,82	22·02	30,26	35·41	3,83	4·48	10,39	12·16
	1917-18	21,29	20·42	36,17	34·70	4,26	4·09	11,02	10·57
	1918-19	22,37	17·82	55,18	43·97	7,40	5·90	15,90	12·67
Total Commercial and Military sections (North Western).	1914-15	1,31,04	14·21	2,29,74	24·91	45,30	4·91	97,28	10·55
	1915-16	1,38,56	14·33	2,05,15	21·22	42,34	4·38	97,26	10·06
	1916-17	1,34,51	12·16	2,00,85	18·15	39,15	3·54	96,90	8·76
	1917-18	1,09,68	8·07	2,42,28	17·82	45,62	3·36	1,04,49	7·69
	1918-19	1,42,63	10·13	2,96,47	21·06	70,63	5·02	1,33,44	9·48
Oudh and Rohilkhand	1914-15	28,70	13·48	36,34	17·07	12,24	5·75	23,44	11·01
	1915-16	26,32	11·51	36,04	15·76	12,11	5·30	23,14	10·12
	1916-17	27,73	10·32	34,82	12·95	14,75	5·49	22,16	8·24
	1917-18	21,51	7·40	36,59	12·57	13,62	4·69	23,44	8·06
	1918-19	29,15	8·67	41,70	12·41	17,55	5·22	27,97	8·32
South Indian	1914-15	8,80	11·26	20,20	25·84	5,73	7·33	5,18	6·62
	1915-16	*	*	*	*	*	*	*	*
	1916-17	*	*	*	*	*	*	*	*
	1917-18	*	*	*	*	*	*	*	*
	1918-19	*	*	*	*	*	*	*	*
3' 3¾" GAUGE.									
Assam-Bengal	1914-15	14,12	20·51	13,15	19·10	5,09	7·39	10,23	14·86
	1915-16	15,15	22·45	12,13	17·98	3,20	4·75	10,68	15·83
	1916-17	15,36	22·79	11,60	17·22	4,41	6·54	11,26	16·72
	1917-18	15,93	20·75	13,07	17·03	4,68	6·10	10,89	14·18
	1918-19	19,91	22·91	13,66	15·71	5,25	6·04	12,67	14·57
Bengal and North-Western	1914-15	20,24	9·93	23,39	11·43	6,28	3·08	13,44	6·60
	1915-16	19,75	9·49	23,21	11·15	6,02	2·89	13,64	6·56
	1916-17	24,58	10·54	25,17	10·79	7,54	2·23	13,01	5·58
	1917-18	23,87	10·27	26,75	11·51	13,43	5·80	13,97	6·01
	1918-19	27,46	10·66	26,84	10·42	14,14	5·49	16,88	6·55

* Included with the South Indian railway (3' 3¾" gauge).

DIX 7—*contd.*

system. ***[In thousands of rupees.]***

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.		
11	12	13	14	15	16	17	18	19	20
									5′ 6″ GAUGE—*concld.*
									North Western—
35,64	4·19	65	0·08	18,86	2·22	4,96,27	58·41	1914-15	Commercial section (including 2′ 6″ gauge lines).
32,76	3·68	83	0·09	20,73	2·33	4,76,01	53·53	1915-16	
31,04	3·05	28	0·03	25,48	2·50	4,64,91	45·54	1916-17	
33,38	2·66	53	0·04	52,27	4·16	5,15,51	41·07	1917-18	
39,16	3·05	57	0·04	57,30	4·46	6,39,35	49·86	1918-19	
5,71	7·87	...	...	1,91	2·63	69,86	96·27	1914-15	Military section (including 2′ 6″ gauge lines).
5,43	7·02	...	...	2,07	2·68	69,12	89·33	1915-16	
5,11	5·98	...	...	2,30	2·69	70,71	82·74	1916-17	
4,78	4·54	...	...	2,26	2·17	79,73	76·49	1917-18	
5,51	4·39	...	...	3,97	3·16	1,10,33	87·92	1918-19	
41,35	4·48	65	0·07	20,77	2·25	5,66,13	61·38	1914-15	Total Commercial and Military Sections (North-Western).
38,19	3·95	83	0·09	22,80	2·36	5,45,13	56·39	1915-16	
36,15	3·27	28	0·03	27,78	2·50	5,35,62	48·41	1916-17	
38,11	2·80	53	0·04	54,53	4·01	5,95,24	43·79	1917-18	
44,67	3·17	57	0·04	61,27	4·35	7,49,68	53·25	1918-19	
11,59	5·44	...	...	7,03	3·30	1,19,34	56·05	1914-15	Oudh and Rohilkhand.
10,78	4·71	...	...	5,23	2·29	1,13,62	49·69	1915-16	
10,63	3·96	...	...	5,46	2·03	1,15,55	42·99	1916-17	
10,78	3·74	...	...	5,57	1·92	1,11,51	38·35	1917-18	
11,81	3·51	...	...	10,84	3·22	1,39,02	41·35	1918-19	
3,55	4·54	...	...	2,65	3·39	46,11	58·98	1914-15	South Indian.
*	*	...	...	*	*	39,90	46·99	1915-16	
*	*	...	...	*	*	48,73	49·61	1916-17	
*	*	...	...	*	*	45,27	41·09	1917-18	
*	*	...	...	*	*	47,98	41·36	1918-19	
									3′ 3½″ GAUGE.
6,35	9·22	46	0·67	2,14	3·10	51,54	74·85	1914-15	Assam-Bengal.
7,11	10·53	68	1·09	3,62	5·37	52,57	77·91	1915-16	
6,50	9·65	93	1·37	2,53	3·75	52,59	78·04	1916-17	
7,86	10·23	1,12	1·46	3,43	4·47	56,98	74·22	1917-18	
8,62	9·91	94	1·07	5,22	6·01	66,27	76·23	1918-19	
8,46	4·15	5,32	2·61	2,54	1·25	79,67	39·10	1914-15	Bengal and North-Western.
8,03	3·66	4,55	2·19	3,19	1·53	78,39	37·67	1915-16	
8,20	3·52	5,05	2·17	2,71	1·16	86,26	36·99	1916-17	
8,37	3·60	4,17	1·79	3,20	1·38	93,81	40·36	1917-18	
9,08	3·50	4,96	1·93	3,42	1·32	1,02,73	39·67	1918-19	

* Included with the South Indian railway (3′ 3½″ gauge).

APPEN

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10
3' 3½" GAUGE—*contd.*									
Bengal Dooars	1914-15	2,04	12·76	1,48	9·26	52	3·25	90	5·63
	1915-16	2,42	14·74	1,33	8·10	34	2·07	1,00	6·09
	1916-17	2,89	16·33	1,41	7·97	42	2·37	1,11	6·27
	1917-18	2,84	16·61	1,13	6·64	44	2·56	1,15	6·71
	1918-19	2,76	15·11	1,54	8·44	42	2·29	1,28	6·97
Bhavnagar State	1914-15	1,19	7·16	2,69	16·17	42	2·53	1,67	10·04
	1915-16	1,46	8·88	2,46	14·95	56	3·40	1,65	10·03
	1916-17	2,53	14·39	2,30	13·08	47	2·70	1,72	9·75
	1917-18	1,42	7·44	2,39	12·47	44	2·31	1,82	9·54
	1918-19	2,15	7·81	3,24	11·78	62	2·24	2,24	8·15
Bombay, Baroda and Central India ...	1914-15	34,01	11·18	63,35	20·83	16,03	5·27	27,16	8·93
	1915-16	32,36	9·53	65,77	19·43	13,94	4·12	27,23	8·05
	1916-17	27,27	7·55	67,01	18·56	17,40	4·82	27,40	7·59
	1917-18	29,87	8·08	70,10	18·95	15,58	4·21	28,99	7·83
	1918-19	33,03	7·25	88,41	19·40	22,49	4·93	35,84	7·87
Burma	1914-15	31,97	13·67	43,97	18·80	14,86	6·36	19,48	8·33
	1915-16	32,29	14·62	41,02	18·58	14,42	6·53	19,01	8·60
	1916-17	33,54	13·56	41,78	16·90	11,05	4·47	19,16	7·75
	1917-18	37,78	15·25	41,87	16·90	10,23	4·13	20,33	8·21
	1918-19	40,00	13·63	57,61	19·62	12,57	4·28	22,81	7·77
Dibru-Sadiya	1914-15	2,50	18·01	2,49	17·94	1,33	9·58	1,12	8·07
	1915-16	2,51	16·52	2,75	18·14	1,43	9·41	1,26	8·32
	1916-17	2,35	15·50	2,75	18·14	1,56	10·29	1,35	8·91
	1917-18	2,83	18·41	2,92	19·01	1,64	10·66	1,33	8·66
	1918-19	2,57	17·54	2,69	18·36	1,64	11·19	1,35	9·22
Eastern Bengal (including 2' 6" gauge section).	1914-15	21,03	13·50	25,69	16·49	7,60	4·88	20,23	12·99
	1915-16	22,23	15·74	25,19	17·84	8,02	5·68	18,90	13·38
	1916-17	20,49	12·98	24,57	15·57	7,65	4·85	20,39	12·92
	1917-18	20,56	13·64	20,37	13·51	7,56	5·02	19,10	12·66
	1918-19	24,88	15·14	26,30	16·00	8,91	5·42	20,13	12·26
Gondal-Porbandar State	1914-15	1,20	8·46	2,93	20·59	47	3·32	1,37	9·61
	1915-16	1,39	9·22	2,73	18·15	68	4·53	1,03	6·81
	1916-17	2,12	13·37	2,93	18·38	77	4·82	1,29	8·12
	1917-18	1,90	10·55	3,56	19·79	75	4·19	1,38	7·66
	1918-19	2,63	10·90	5,10	21·14	89	3·71	1,76	7·30
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	1914-15	7,12	16·82	7,36	17·38	1,26	2·98	3,96	9·35
	1915-16	6,57	14·23	7,12	15·43	1,67	3·62	3,98	8·62
	1916-17	5,44	13·10	5,73	13·80	1,60	3·85	4,01	9·66
	1917-18	7,59	16·89	6,35	14·14	1,48	3·29	4,43	9·87
	1918-19	5,97	10·40	8,43	14·66	3,17	5·52	5,04	8·79

DIX 7—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.		
11	12	13	14	15	16	17	18	19	20
									3' 3½" GAUGE—*contd.*
1,22	7·63	9	0·56	42	2·63	6,67	41·72	1914-15	Bengal Docart.
1,18	7·19	14	0·85	45	2·74	6,86	41 78	1915-16	
1,21	6·84	13	0·73	49	2·77	7,66	43·28	1916-17	
1,24	7·28	15	0·87	38	2·24	7,33	42·91	1917-18	
1,36	7·43	14	0·80	45	2·41	7,95	43·45	1918-19	
1,13	6·79	...	...	65	3·91	7,75	46·60	1914-15	Bhavnagar State.
1,14	6·93	...	...	64	3·89	7,91	48·08	1915-16	
1,18	6·72	...	...	51	2·89	8,71	49·53	1916-17	
1,24	6·45	...	...	73	3·79	8,04	42·00	1917-18	
1,42	5·18	...	...	1,42	5·16	11,09	40·32	1918-19	
14,61	4·80	...	...	7,15	2·35	1,62,31	53·36	1914-15	Bombay, Baroda and Central India.
14,78	4·37	...	...	6,24	1·84	1,60,32	47·37	1915-16	
14,84	3·97	...	...	6,46	1·79	1,59,88	44·28	1916-17	
14,62	3·95	...	...	8,50	2·30	1,67,66	45·32	1917-18	
16,48	3·60	...	...	10,69	2·35	2,06,89	45·40	1918-19	
14,44	6·18	1,78	0·74	7,62	3·26	1,34,09	57·34	191415	Burma.
14,53	6·58	1,85	0·84	6,53	2·96	1,29,65	58·71	1915-16	
14,47	5·85	1,95	0·79	6,73	2·72	1,28,68	52·04	1916-17	
14,85	6·00	1,70	0·68	6,50	2·62	1,33,26	53·79	1917-18	
15,71	5·35	1,92	0·65	8,26	2·82	1,58,88	54·12	1918-19	
1,10	7·93	...	...	7	0·50	8,61	62·03	1914-15	Dibru-Sadiya.
1,22	8·08	...	...	5	0·35	9,22	60·82	1915-16	
1,17	7·72	...	...	4	0·26	9,22	60·82	1916-17	
1,21	7·89	...	...	10	0·35	10,03	64·98	1917-18	
1,24	8·46	...	...	6	0·41	9,55	65·18	1918-19	
9,79	6·28	9,26	5·94	5,31	3·41	98,91	63·49	1914-15	Eastern Bengal (including 2' 6" gauge section).
7,98	5·61	5,46	3·87	4,47	3·16	92,20	65·28	1915-16	
7,57	4·79	3,35	2·12	3,17	2·01	87,19	55·24	1916-17	
7,58	5·03	3,92	2·60	2,95	1·96	82,04	54·42	1917-18	
7,91	4·32	4,09	2·48	3,43	2·09	95,65	58·21	1918-19	
90	6·29	...	...	61	4·31	7,48	52·58	1914-15	Gondal-Porbandar State.
86	5·71	...	...	71	4·71	7,40	49·18	1915-16	
90	5·64	...	...	60	3·79	8,60	54·12	1916-17	
94	5·25	...	...	84	4·65	9,37	52·09	1917-18	
1,10	4·54	...	...	1,25	5·20	12,73	52·79	1918-19	
3,96	9·35	...	...	81	1·91	24,47	57·79	1914-15	Hyderabad Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.
3,91	8·47	...	...	1,35	2·93	24,60	53·30	1915-16	
3,88	9·34	...	...	1,63	3·93	22,29	53·64	1916-17	
4,21	9·38	...	...	4,51	10·07	28,57	63·64	1917-18	
4,53	7·87	...	...	2,67	4·65	29,81	51·89	1918-19	

APPEN

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings
1	2	3	4	5	6	7	8	9	10
2' 3½" GAUGE—*contd.*									
Jamnagar	1914-15	72	23·90	47	15·75	7	2·27	25	8·13
	1915-16	72	22·16	40	12·45	7	2·11	25	7·80
	1916-17	71	20·66	62	17·89	6	1·84	24	7·10
	1917-18	64	17·00	68	18·09	8	2·11	25	6·68
	1918-19	56	11·31	73	14·69	22	4·54	20	6·13
Jodhpur-Bikaner	1914-15	6,94	11·53	12,17	20·21	2,43	4·04	4,73	7·85
	1915-16	8,68	10·72	14,14	17·46	2,48	3·06	5,25	6·48
	1916-17	9,11	11·20	14,86	18·27	2,82	3·47	5,67	6·97
	1917-18	6,91	7·14	15,59	16·11	3,05	3·15	5,86	6·06
	1918-19	9,84	9·08	19,42	17·94	3,85	3·55	7,81	7·22
Junagad State	1914-15	85	13·68	1,11	17·79	13	2·18	56	9·02
	1915-16	91	13·10	1,12	16·12	15	2·15	65	9·27
	1916-17	87	11·57	1,26	16·78	26	3·55	65	8·75
	1917-18	3,53	43·35	1,30	15·99	24	2·96	63	7·72
	1918-19	65	6·48	1,66	16·58	33	3·35	87	8·72
Madras and Southern Mahratta ...	1914-15	24,81	12·94	45,82	23·89	11,41	5·95	15,95	8·32
	1915-16	22,28	10·60	47,77	22·73	12,10	5·76	15,86	7·55
	1916-17	25,52	11·53	48,89	22·10	8,60	3·89	16,25	7·34
	1917-18	18,15	7·73	51,45	21·90	10,24	4·40	16,84	7·17
	1918-19	19,78	7·84	54,68	21·66	12,07	4·78	18,11	7·18
Mervi (including 2' 6" gauge section) ...	1914-15	35	4·65	1,04	13·60	33	4·22	42	5·59
	1915-16	44	5·74	1,04	13·39	26	3·33	44	5·73
	1916-17	31	3·64	1,00	11·52	18	2·08	43	4·98
	1917-18	30	3·02	1,03	10·57	20	2·08	48	4·93
	1918-19	35	2·40	1,73	11·36	25	1·73	70	4·90
Mysore-Arsikere	1917-18	1	1·16	12	17·91	3	4·50	16	24·90
	1918-19	66	17·32	1,03	27·03	36	9·45	53	13·91
Rohilkhand and Kumaon	1914-15	5,46	15·60	5,02	14·35	1,59	4·54	3,37	9·63
	1915-16	4,83	12·90	5,24	14·00	1,49	3·99	3,25	8·68
	1916-17	4,61	10·75	5,33	12·43	1,62	3·78	3,18	7·41
	1917-18	6,16	12·64	6,34	13·01	2,32	4·75	3,24	6·65
	1918-19	8,34	14·69	8,64	15·42	3,21	5·73	3,64	6·49

DIX 7—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.		
11	12	13	14	15	16	17	18	19	20
									3' 3½" GAUGE—*contd.*
25	8·13	...	...	16	5·44	1,92	63·62	1914-15	Jamnagar.
21	6·57	...	...	12	3·83	1,77	54·92	1915-16	
23	6·58	...	...	11	3·32	1,97	57·39	1916-17	
24	6·57	...	...	9	2·36	1,98	52·81	1917-18	
27	5·43	...	...	13	2·65	2,21	44·75	1918-19	
2,84	4·72	...	...	2,73	4·53	31,84	52·88	1914-15	Jodhpur-Bikaner.
3,17	3·92	...	...	3,44	4·25	37,16	45·89	1915-16	
3,58	4·40	...	...	4,13	5·08	40,17	49·39	1916-17	
3,65	3·77	...	...	5,85	6·05	40,91	42·28	1917-18	
4,62	4·27	...	...	4,72	4·36	50,26	46·42	1918-19	
52	8·30	...	...	12	1·96	3,29	52·98	1914-15	Junagad State.
52	7·46	...	...	21	3·06	3,56	51·16	1915-16	
58	7·74	...	...	18	2·38	3,80	50·77	1916-17	
53	6·55	...	...	17	2·08	6,40	78·60	1917-18	
63	6·36	...	...	23	2·25	4,37	43·74	1918 19	
11,45	5·97	2,07	1·08	4,25	2·21	1,15,76	60·36	1914-15	Madras and Southern Mahratta.
11,54	5·49	1,50	0·71	3,91	1·86	1,14,96	54·70	1915-16	
11,46	5·18	2,24	1·01	5,71	2·58	1,18,67	53·64	1916-17	
11,59	4·93	2,02	0·86	7,27	3·09	1,17,66	50·08	1917-18	
12,15	4·82	2,38	0·10	11,19	4·43	1,30,86	50·81	1918-19	
37	4·82	...	...	29	3·71	2,80	36·59	1914-15	Morvi (including 2' 6" gauge section).
36	4·68	...	...	27	3·44	2,81	36·31	1915-16	
37	4·23	...	...	16	1·92	2,45	28·26	1916-17	
41	4·20	...	...	20	2·06	2,62	26·86	1917-18	
40	2·79	...	...	75	5·14	4,18	28·92	1918-19	
20	30·09	...	...	8	11·43	60	89·99	1917-18	Mysore-Arsikere.
77	2·21	...	...	27	7·09	3,62	95·01	1918-19	
2,63	7·52	...	...	73	2·09	18,80	53·73	1914-15	Rohilkund and Kumaon.
2,61	6·97	...	...	73	1·95	16,15	43·49	1915-16	
2,59	6·04	...	...	55	1·28	17,88	41·69	1916-17	
2,55	5·24	...	...	90	1·85	21,51	44·14	1917-18	
2,66	4·75	...	...	1,74	3·10	23,23	50·38	1918-19	

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wag on expenses.		Traffic expenses.	
		Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10
5′ 3¼″ Gauge—*concld.*									
South Indian	1914-15	22,62	10·31	48,88	22·28	11,53	5·25	18,21	8·30
	1915-16	*21,43	*6·59	*70,90	*21·80	*15,87	*4·88	*22,94	*7·05
	1916-17	*25,24	*7·10	*79,16	*22·27	*20,55	*5·78	*23,76	*6·69
	1917-18	*21,60	*5·58	*73,85	*19·08	*15,68	*4·05	*24,68	*6·38
	1918-19	*24,12	*6·13	*78,34	*19·92	*18,16	*4·62	*27,01	*6·87
Udaipur-Chitorgarh	1914-15	46	17·41	49	18·55	15	5·65	26	9·72
	1915-16	49	15·17	57	17·76	14	4·22	27	8·24
	1916-17	50	13·26	60	16·09	17	4·49	29	7·86
	1917-18	38	13·67	50	17·93	9	3·36	27	9·87
	1918-19	59	17·38	59	17·67	11	3·27	26	7·61
2′ 6″ Gauge.									
Ahmadpur-Katwa	1917-18	13	24·42	12	*22·13	1	1·77	17	30·25
	1918-19	23	24·45	24	26·01	3	3·42	24	25·17
Arakan Light	1918-19	2	29·72	4	46·71	...	1·46	3	*30·76
Arrah-Sasaram Light	1914-15	23	10·74	34	15·97	6	2·56	37	17·47
	1915-16	26	13·06	35	17·51	3	1·68	27	13·85
	1916-17	24	10·47	40	17·50	5	2·39	32	14·11
	1917-18	25	10·02	29	11·33	5	2·17	32	12·47
	1918-19	29	11·71	39	15·85	2	0·88	33	13·42
Bangalore-Chik Ballapur Light ...	1914-15	†	†	†	†	†	†	†	†
	1915-16	...	0·01	13	24·95	2	3·59	11	20·74
	1916-17	‡	‡	‡	‡	‡	‡	‡	‡
	1917-18	‡	‡	‡	‡	‡	‡	‡	‡
	1918-19	‡	‡	‡	‡	‡	‡	‡	‡
Bankura-Damoodar River	1916-17	5	22·56	4	15·56	1	2·22	7	33·40
	1917-18	22	17·18	33	25·80	2	1·80	33	26·00
	1918-19	32	17·57	42	22·99	7	3·95	36	19·53
Barasat-Basirhat Light	1914-15	59	16·82	54	15·53	15	4·17	64	18·38
	1915-16	59	15·85	58	15·38	17	4·45	65	17·40
	1916-17	70	19·62	54	15·00	8	2·18	66	18·37
	1917-18	63	20·34	50	16·16	8	2·63	62	20·27
	1918-19	42	12·32	62	18·02	9	2·54	53	15·45
Barsi Light	1914-15	71	6·39	1,62	14·56	27	2·39	86	7·73
	1915-16	70	6·56	1,42	13·27	24	2·28	81	7·57
	1916-17	70	6·25	1,37	12·17	33	2·95	85	7·59
	1917-18	73	8·42	1,25	14·54	23	2·66	74	8·62
	1918-19	69	6·86	1,44	14·31	29	2·76	80	7·95
Bengal Provincial	1914-15	17	11·61	26	18·41	7	5·03	25	17·47
	1915-16	19	13·74	25	17·62	6	3·84	25	18·00
	1916-17	17	13·48	26	20·59	7	4·97	25	19·42
	1917-18	19	17·26	32	27·46	4	3·32	26	22·73
	1918-19	†	†	†	†	†	†	†	†
Bukhtiarpur-Bihar Light	1914-15	17	10·06	30	18·12	7	3·93	36	21·46
	1915-16	26	11·06	31	13·49	10	4·53	41	17·63
	1916-17	27	16·99	21	13·06	4	2·29	32	20·44
	1917-18	26	13·47	27	13·54	6	3·14	35	17·59
	1918-19	18	11·33	19	12·22	3	1·57	32	20·03

* Includes the South Indian railway (5′ 6″ gauge) and the Morappur-Hosur and Tirupattur-Krishnagiri railways (2′ 6″ gauge).
† Information not furnished.
‡ Included with the Kolar District railway (2′ 6″ gauge).

DIX 7—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.		
11	12	13	14	15	16	17	18	19	20
									3′ 3½″ GAUGE—*concld.*
12,63	5·76	3,66	1·67	9,16	4·17	1,26,69	57·74	1914-15	
*15,50	*4·77	*4,12	*1·27	*11,79	*3·63	1,20,66	50·69	1915-16	
*14,99	*4·22	*4,05	*1·14	*11,19	*3·15	1,28,12	50·31	1916-17	South Indian.
*15,09	*3·90	*5,26	*1·36	*12,61	*3·26	1,21,04	44·17	1917-18	
*16 18	*4·12	*4,45	*1·13	*10,51	*2·67	1,28,08	46·60	1918-19	
17	6·27	...	...	5	2·04	1,58	59·64	1914-15	
17	5·21	...	...	7	2·19	1,71	52·79	1915-16	
18	4·76	...	...	9	2·34	1,88	48·80	1916-17	Udaipur-Chitorgarh.
16	5·68	...	...	5	1·97	1,45	52·48	1917-18	
15	4·43	...	...	7	2·01	1,77	52·37	1918-19	
									2′ 6″ GAUGE.
12	22·80	...	...	...	0·98	55	101·45	1917-18	Ahmadpur-Katwa.
22	23·09	...	...	22	22·92	1,18	125·06	1918-19	
2	20·82	...	...	...	...	11	129·47	1918-19	Arakan Light.
23	10·74	...	...	2	1·02	1,25	58·50	1914-15	
24	12·28	...	...	2	1·13	1,17	59·01	1915-16	
22	9·98	...	...	3	1·25	1,26	55·70	1916-17	Arrah-Sasaram Light.
23	9·07	...	...	3	1·16	1,17	46·23	1917-18	
24	9·43	...	...	4	1·73	1,31	53·02	1918-19	
†	†	†	†	†	...	†	†	1914-15	
8	14·55	...	...	...	1·12	34	64·96	1915-16	
‡	‡	‡	‡	‡	‡	‡	‡	1916-17	Bangalore-Chik Ballapur Light.
‡	‡	‡	‡	‡	‡	‡	‡	1917-18	
‡	‡	‡	‡	‡	‡	‡	‡	1918-19	
3	14·70	...	...	...	0·48	20	88·92	1916-17	
30	23·48	...	...	1	0·32	1,21	94·58	1917-18	Bankura-Damoodar River.
35	19·24	...	...	16	8·75	1,68	92·08	1918-19	
19	5·56	...	...	4	1·25	2,15	61·71	1914-15	
18	4·92	...	...	5	1·31	2,22	59·31	1915-16	
18	5·18	...	...	6	1·72	2,22	62·07	1916-17	Baraset-Basirhat Light.
25	8·02	...	...	7	2·48	2,15	69·90	1917-18	
31	8·96	...	...	9	2·66	2,06	59·95	1918-19	
1,19	10·64	...	...	23	2·10	4,89	43·81	1914-15	
1,25	11·72	...	...	28	2·66	4,70	44·06	1915-16	
1,27	11·30	...	...	28	2·47	4,80	42·73	1916-17	Barsi Light.
1,29	15·01	...	...	22	2·50	4,46	51·75	1917-18	
1,30	12·93	...	...	35	3·43	4,87	48·24	1918-19	
18	12·61	...	...	2	1·68	95	66·81	1914-15	
19	13·44	...	...	2	1·54	96	68·18	1915-16	
19	14·82	...	...	1	0·76	95	74·04	1916-17	Bengal Provincial.
19	16·60	...	...	...	0·35	1,00	87·72	1917-18	
†	†	†	†	†	†	†	†	1918-19	
9	5·59	...	...	7	4·51	1,06	68·67	1914-15	
10	4·31	...	...	4	1·66	1,22	52·78	1915-16	
9	6·04	...	...	3	1·56	95	60·38	1916-17	Bukhtiarpur-Bihar Light.
15	7·62	...	...	3	1·76	1,12	57·12	1917-18	
21	12·85	...	...	5	3·09	98	61·09	1918-19	

* Includes the South Indian railway (5′ 6″ gauge) and the Morappur-Hosur and Tirupattur-Krishnagiri railways (2′ 6″ gauge).
† Information not furnished.
‡ Included with the Kolar District railway (2′ 6″ gauge).

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10
2' 6" GAUGE—*contd.*									
Bidwan-Katwa	1915-16	...	0·18	7	17·55	1	2·45	9	24·37
	1916-17	39	29·36	25	19·02	4	2·95	35	25·95
	1917-18	27	20·20	25	18·86	2	1·75	24	17·90
	1918-19	25	17·60	31	21·98	5	3·44	22	15·55
Champaner-Shivrajpur-Pani Light	1914-15	15	23·13	20	32·11	4	6·05	11	17·58
	1915-16	13	17·35	18	23·63	2	3·32	10	13·50
	1916-17	14	15·07	20	20·54	3	3·25	16	16·59
	1917-18	16	13·19	27	21·36	4	2·89	21	16·58
	1918-19	26	20·20	30	23·41	5	3·50	20	15·54
Cutch State	1914-15	13	13·28	17	17·41	6	6·08	8	8·02
	1915-16	12	11·57	14	12·81	6	5·35	9	8·32
	1916-17	17	18·01	16	16·99	4	4·66	6	6·72
	1917-18	13	30·33	9	15·85	3	5·84	6	10·11
	1918-19	15	13·02	25	20·61	4	8·74	8	6·41
Dehri-Rohtas Light	1914-15	7	3·62	13	6·77	7	3·52	19	10·14
	1915-16	15	7·08	15	6·76	5	2·28	20	9·15
	1916-17	17	7·28	14	6·05	8	3·57	21	9·13
	1917-18	22	9·98	17	7·91	4	1·96	22	10·05
	1918-19	42	18·71	34	14·98	17	7·79	28	12·41
Dholpur-Bari	1914-15	9	12·61	13	17·89	3	3·84	8	11·71
	1915-16	11	12·13	21	23·47	4	4·85	9	10·49
	1916-17	11	10·43	15	13·93	4	3·67	9	8·84
	1917-18	12	10·80	25	22·09	5	4·69	12	10·83
	1918-19	14	12·14	28	23·36	5	4·07	13	10·92
Godhra-Lunavada	1914-15	6	14·32	10	22·22	2	4·15	10	22·19
	1915-16	16	30·27	11	21·66	2	2·86	10	19·59
	1916-17	16	24·32	11	17·72	2	3·57	10	16·31
	1917-18	16	28·92	13	23·06	3	6·00	12	22·53
	1918-19	18	22·80	16	19·71	2	3·02	12	15·06
Jessore-Jhenidah	1914-15	20	26·20	16	20·68	4	4·88	21	26·40
	1915-16	32	33·23	32	33·89	6	6·69	23	24·34
	1916-17	33	30·24	26	23·37	3	2·45	30	26·81
	1917-18	24	27·19	37	41·61	3	3·15	23	25·98
	1918-19	21	20·42	42	40·65	6	6·13	23	22·15
Kalighat-Falta	1917-18	6	7·04	22	24·97	2	2·11	22	24·20
	1918-19	22	11·51	37	19·54	5	2·44	26	14·06
Kolar District	1914-15	3	8·38	12	32·07	1	2·93	8	22·58
	1915-16	5	10·41	10	20·68	1	2·63	8	17·13
	1916-17	20	11·26	49	27·58	7	4·04	33	18·34
	1917-18	46	17·50	44	16·96	11	3·90	35	13·39
	1918-19	61	20·20	85	28·15	25	8·28	43	7·62
Madaya Light	1914-15 to 1918-19	*	*	*	*	*	*	*	*
Morappur-Hosur and Tirupattur-Krishnagiri.	1914-15	80	40·47	97	48·84	7	3·43	14	7·16
	1915-16	†	†	†	†	†	†	†	†
	1916-17	†	†	†	†	†	†	†	†
	1917-18	†	†	†	†	†	†	†	†
	1918-19	†	†	†	†	†	†	†	†

* Information not furnished.
† Included with the South Indian railway (3' 3½" gauge).

DIX 7—*contd.*

system. *[In thousands of rupees.]*

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.		
11	12	13	14	15	16	17	18	19	20
									2′ 6″ Gauge—*contd.*
3	6·40	...	...	...	0·62	20	51·57	1915-16	Burdwan-Katwa.
22	16·13	...	...	...	0·16	1,25	93·57	1916-17	
21	16·35	...	...	1	0·64	1,00	75·70	1917-18	
20	14·55	...	...	4	2·98	1,07	76·10	1918-19	
13	19·99	...	...	1	0·87	64	99·73	1914-15	Champaner-Shivrajpur-Pani Light.
13	17·43	...	...	1	1·55	57	76·78	1915-16	
13	13·68	...	...	1	1·58	67	70·71	1916-17	
16	13·28	...	...	2	1·40	86	68·70	1917-18	
18	14·17	...	...	3	2·13	1,02	78·94	1918-19	
14	14·93	...	...	...	...	58	59·72	1914-15	Cutch State.
12	11·52	...	...	...	0·32	53	49·89	1915-16	
14	15·17	...	...	...	0·24	57	61·79	1916-17	
13	21·69	...	...	...	0·07	49	83·89	1917-18	
12	10·08	...	...	...	...	64	53·83	1918-19	
12	6·42	...	...	2	0·88	60	81·35	1914-15	Dehri-Rohtas Light.
13	5·84	...	...	2	1·00	70	82·11	1915-16	
12	5·37	...	...	1	0·30	73	81·79	1916-17	
14	6·21	...	...	...	0·15	79	86·26	1917-18	
15	6·80	...	...	1	0·46	1,37	61·17	1918-19	
10	14·03	...	...	1	0·86	44	60·94	1914-15	Dhalpur-Bari.
12	14·13	...	...	...	0·41	57	65·48	1915-16	
13	11·99	...	...	...	0·42	52	49·28	1916-17	
13	11·98	...	...	...	0·22	67	60·56	1917-18	
14	12·07	...	...	...	0·15	74	62·71	1918-19	
12	25·92	...	...	1	2·74	41	90·03	1914-15	Godhra-Lunavada.
16	29·68	...	...	1	3·13	56	106·80	1915-16	
13	19·77	...	...	2	2·33	54	84·02	1916-17	
13	23·25	...	...	1	2·73	58	106·49	1917-18	
14	18·29	...	...	2	2·32	64	81·20	1918-19	
32	41·28	...	...	1	1·31	94	121·25	1914-15	Jessore-Jhenidah.
36	38·50	...	...	4	4·27	1,33	140·92	1915-16	
47	42·59	...	...	4	3·88	1,43	129·84	1916-17	
18	20·26	...	...	40	44·62	1,45	162·81	1917-18	
32	31·25	...	...	5	5·30	1,29	125·90	1918-19	
17	18·61	...	...	...	0·35	69	77·28	1917-18	Kalighat-Falta.
20	10·86	...	...	9	4·64	1,19	63·05	1918-19	
6	16·31	...	...	1	4·39	31	86·66	1914-15	Kolar District.
9	18·56	...	...	3	4·86	36	74·32	1915-16	
30	17·06	...	...	7	4·03	1,46	82·31	1916-17	
53	20·26	...	...	8	3·18	1,97	75·19	1917-18	
61	20·20	...	...	22	7·28	2,97	98·34	1918119	
*	*	...	...	*	*	*	*	1914-15 to 1918-19	Madaya Light.
10	5·40	...	...	8	4·09	2,16	109·39	1914-15	Morappur-Hosur and Tirupattur-Krishnagiri.
†	†	...	...	†	†	1,99	89·24	1915-16	
†	†	...	...	†	†	2,09	88·94	1916-17	
†	†	...	...	†	†	2,46	89·92	1917-18	
†	†	...	...	†	†	2,71	110·97	1918-19	

* Information not furnished.
† Included with the South Indian railway (3′ 3½″ gauge).

APPEN

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10
2' 6" GAUGE—*concld.*									
Mourbhanj State	1914-15	6	10·27	10	18·07	3	6·43	8	14·72
	1915-16	9	18·62	8	17·30	4	8·70	7	15·30
	1916-17	16	30·56	11	21·70	4	7·45	8	15·19
	1917-18	16	30·09	8	14·99	3	6·13	10	19·28
	1918-19	12	26·73	8	17·35	4	7·56	10	20·49
Nadiad-Kapadvanj	1914-15	19	16·12	20	16·84	3	2·65	19	16·04
	1915-16	19	14·35	18	13·48	2	1·51	18	13·46
	1916-17	18	12·27	20	13·96	2	1·50	18	12·27
	1917-18	18	11·34	26	16·81	4	2·40	19	11·77
	1918-19	19	9·04	30	14·84	3	1·31	23	11·22
Parlakimedi Light	1914-15	10	18·91	13	26·36	3	6·82	4	6·82
	1915-16	16	38·48	13	33·68	4	9·53	4	10·31
	1916-17	18	36·47	15	31·42	5	9·87	4	9·74
	1917-18	11	21·22	9	16·75	5	10·07	5	8·76
	1918-19	8	14·40	13	24·39	3	4·92	5	10·09
Powayan Light	1914-15	12	14·88	20	24·68	4	4·63	10	11·47
	1915-16	14	14·27	21	22·09	4	4·77	10	10·06
	1916-17	15	15·16	24	23·78	5	4·90	9	9·00
	1917-18	13	12·75	25	24·51	7	6·86	9	8·82
	1918-19	3	11·54	5	19·23	2	7·69	2	7·69
Shahdara (Delhi)-Saharanpur Light ...	1914-15	69	10·63	70	10·84	11	1·69	92	14·13
	1915-16	68	12·37	68	12·44	14	2·54	70	12·83
	1916-17	64	9·52	68	10·22	15	2·22	78	11·62
	1917-18	1,08	15·02	78	10·91	16	2·18	89	12·44
	1918-19	1,70	21·45	84	10·51	21	2·66	85	10·63
Tezpore-Balipara Light...	1914-15	19	14·21	24	17·33	16	12·01	22	16·14
	1915-16	19	13·37	19	13·69	19	13·10	21	15·10
	1916-17	19	12·75	21	14·43	19	12·71	23	15·78
	1917-18	20	14·74	22	16·92	21	15·69	22	16·52
	1918-19	16	10·42	26	16·86	17	10·63	24	15·63
2' 0" GAUGE.									
Darjeeling-Himalayan	1914-15	1,27	11·19	2,08	17·91	68	5·94	1,08	9·48
	1915-16	94	7·90	2,33	19·58	70	5·88	1,17	9·83
	1916-17	1,19	7·29	2,93	17·94	1,06	6·49	1,41	8·63
	1917-18	1,03	8·03	2,52	19·62	1,10	8·57	1,54	11·92
	1918-19	1,29	9·46	2,51	18·32	1,10	8·04	1,63	11·88
Gwalior Light	1914-15	33	6·28	1,55	29·13	37	7·02	30	5·59
	1915-16	48	8·24	1,52	25·88	25	4·27	31	5·33
	1916-17	40	7·12	1,12	19·85	20	3·54	32	5·66
	1917-18	46	6·98	1,86	20·66	20	3·04	36	5·39
	1918-19	57	7·34	1,75	22·63	22	2·80	36	4·71

DIX 7—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.		
11	12	13	14	15	16	17	18	19	20
									2' 6" Gauge—*concld.*
2	3·34	...	...	...	...	29	54·35	1914-15	Mourbhanj State.
2	4·54	...	...	1	1·16	31	65·69	1915-16	
2	4·12	...	...	1	1·20	42	80·22	1916-17	
2	4·18	...	...	1	1·31	40	75·98	1917-18	
2	5·01	...	...	3	7·31	39	84·45	1918-19	
18	14·83	...	...	1	0·53	80	67·01	1914-15	Nadiad-Kapadvanj.
19	14·02	...	...	2	1·23	78	58·05	1915-16	
15	10·55	...	...	2	1·14	75	51·69	1916-17	
15	9·69	...	...	2	1·11	84	53·12	1917-18	
17	8·07	...	...	2	1·18	94	45·66	1918-19	
2	4·80	...	...	...	0·58	32	34·33	1914-15	Parlakimedi Light.
2	5·10	...	...	1	0·81	40	97·91	1915-16	
2	4·13	...	...	1	0·88	45	92·51	1916-17	
2	3·55	...	...	1	0·77	33	61·12	1917-18	
2	4·09	...	...	...	0·61	31	58·50	1918-19	
4	4·34	...	...	...	...	50	60·00	1914-15	Powayan Light.
8	8·46	...	...	...	0·35	57	60·00	1915-16	
7	6·88	...	...	1	1·08	61	60·30	1916-17	
6	5·88	...	...	1	0·98	61	59·80	1917-18	
2	7·69	...	...	1	3·85	15	57·69	1918-19	
42	6·46	...	...	6	1·01	2,90	44·76	1914-15	Shahdara (Delhi)-Saharanpur Light.
42	7·53	...	...	7	1·32	2,69	49·03	1915-16	
43	6·46	...	...	8	1·19	2,76	41·23	1916-17	
44	6·22	...	...	10	1·40	3,46	48·17	1917-18	
45	5·72	...	...	9	1·18	4,14	52·15	1918-19	
17	12·68	...	...	1	0·61	99	72·98	1914-15	Tezpore-Balipara Light.
17	11·95	...	...	2	1·43	97	68·64	1915-16	
17	11·78	...	...	2	0·97	1,01	68·87	1916-17	
17	12·76	...	...	1	0·79	1,03	77·42	1917-18	
19	12·53	...	...	5	2·95	1,07	69·02	1918-19	
									2' 0" Gauge.
1,21	10·66	...	...	39	3·44	6,66	58·65	1914-15	Darjeeling-Himalayan.
1,33	11·18	...	...	43	3·61	*7,71	57·08	1915-16	
1,25	7·66	...	...	73	4·47	*10,23	62·65	1916-17	
1,21	9·42	...	...	91	7·09	*10,17	61·30	1917-18	
1,20	8·77	...	...	1,15	8·41	*11,05	61·25	1918-19	
35	6·61	...	...	25	4·62	3,15	59·25	1914-15	Gwalior Light.
40	6·90	...	...	34	5·76	3,30	56·38	1915-16	
36	6·45	...	...	42	7·44	2,82	50·06	1916-17	
36	5·50	...	...	26	3·99	3,00	45·56	1917-18	
43	5·63	...	...	45	5·85	3,78	48·96	1918-19	

* Includes Rs. 2,17,000 for the Darjeeling-Himalayan railway extensions for which detailed figures are not available.

APPEN

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10
2' 0" GAUGE—*concld.*									
Howrah-Amta Light ...	1914-15	85	13·92	1,17	19·03	27	4·47	1,07	17·37
	1915-16	81	13·09	93	15·12	31	5·01	1,10	17·75
	1916-17	72	11·94	95	15·62	20	3·33	1,06	17·48
	1917-18	65	10·75	85	14·03	24	4·05	1,01	16·80
	1918-19	63	9·60	1,00	15·27	38	5·80	1,00	15·21
Howrah-Sheakhala Light	1914-15	27	17·34	17	10·76	3	2·23	26	16·88
	1915-16	25	15·14	31	19·36	4	2·26	28	17·33
	1916-17	25	15·75	28	17·35	3	2·07	27	16·46
	1917-18	26	16·02	27	16·40	4	2·22	23	14·28
	1918-19	20	11·60	26	14·58	4	2·08	22	12·65
Jagadhri Light ...	1914-15	2	7·78	7	31·61	...	1·12	5	21·42
	1915-16	2	9·16	7	31·85	2	7·78	5	22·17
	1916-17	3	17·91	6	34·43	1	3·72	5	27·46
	1917-18	2	9·43	6	32·90	1	4·10	5	26·24
	1918-19	2	11·27	7	37·14	1	7·17	5	26·17
Jorhat (Provincial)	1914-15	40	32·95	39	32·02	9	7·55	20	16·24
	1915-16	22	14·01	34	21·66	6	3·82	19	12·10
	1916-17	11	6·67	35	21·21	8	4·85	23	13·94
	1917-18	27	18·59	37	26·23	11	7·36	22	15·74
	1918-19	25	21·93	40	35·17	11	10·28	21	18·28
Kulasekarapatnam Light	1915-16	2	12·84	2	9·42	1	2·33	8	44·66
	1916-17	7	8·83	17	21·71	5	5·60	4	4·39
	1917-18	9	27·13	21	65·18	3	11·15	4	11·47
	1918-19	17	40·22	36	85·84	3	6·78	5	13·34
Pipar-Bilara Light	1914-15	5	18·47	8	31·52	...	1·16	3	9·91
	1915-16	5	14·58	11	33·45	1	2·96	4	10·70
	1916-17	5	17·91	10	40·39	2	8·20	3	12·68
	1917-18	7	35·00	5	25·00	1	5·00	3	15·00
	1918-19	5	16·28	8	25·04	1	4·46	4	11·51
Tarikere-Narasimharajapura	1914-15	*	*	*	*	*	*	*	*
	1915-16	1	15·29	3	32·87	...	3·40	3	38·24
	1916-17	1	105·62	2	208·44	...	11·78	1	90·81
	1917-18	12	67·58	6	31·39	1	7·69	5	25·80
	1918-19	8	28·57	17	60·71	3	10·71	4	14·28
Total of all railways ...	1914-15	7,04,36	11·66	11,90,10	19·69	2,88,75	4·78	5,73,56	9·48
	1915-16	7,37,43	11·41	11,85,38	18·33	2,92,74	4·53	5,68,85	8·80
	1916-17	6,74,26	9·54	12,27,52	17·37	3,03,43	4·29	5,84,30	8·27
	1917-18	6,63,57	8·58	13,16,70	17·02	3,28,92	4·25	6,12,14	7·91
	1918-19	7,64,85	8·86	15,59,12	18·07	4,41,73	5·12	7,14,13	8·28

*Information not available.

DIX 7—*concld.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.		
11	12	13	14	15	16	17	18	19	20
									2' 0" Gauge—*concld.*
33	5·37	...	...	5	0·89	3,74	61·05	1914-15	Howrah-Amta Light.
30	4·94	...	...	12	1·96	3,57	57·87	1915-16	
32	5·21	...	...	13	2·16	3,38	55·74	1916-17	
37	6·22	...	...	14	2·32	3,26	54·17	1917-18	
47	7·21	...	...	19	2·94	3,67	56·03	1918-19	
10	6·39	...	...	2	1·18	85	54·78	1914-15	Howrah-Sheakhala Light.
10	6·09	...	...	2	1·58	1,00	61·76	1915-16	
11	6·52	...	...	2	1·38	96	59·53	1916-17	
15	9·25	...	...	2	1·50	97	59·62	1917-18	
20	11·46	...	...	4	2·06	96	54·43	1918-19	
5	22·73	...	...	1	2·77	20	87·43	1914-15	Jagadhri Light
4	17·90	...	...	1	1·80	21	90·66	1915-16	
3	21·11	...	...	...	1·83	18	106·46	1916-17	
3	14·26	...	...	...	1·14	17	88·07	1917-18	
3	14·75	...	...	...	1·71	18	98·24	1918-19	
19	15·25	...	...	1	1·22	1,28	105·23	1914-15	Jorhat (Provincial).
19	12·10	...	...	2	1·23	1,02	64·97	1915-16	
18	10·91	5	3·03	2	1·21	1,02	61·62	1916-17	
19	13·68	...	...	3	1·95	1,19	83·50	1917-18	
21	19·02	...	...	3	2·40	1,21	107·08	1918-19	
...	1·39	...	...	...	...	18	70·64	1915-16	Kulasekarapatnam Light.
...	0·45	...	...	...	...	33	40·98	1916-17	
...	0·83	...	...	...	...	37	115·76	1917-18	
...	0·52	...	...	...	...	61	146·70	1918-19	
...	1·20	...	...	...	0·41	16	62·67	1914-15	Pipar-Bilara Light.
...	1·03	...	...	...	0·24	21	62·96	1915-16	
1	1·27	...	...	...	0·63	21	81·08	1916-17	
...	...	...	...	...	...	16	80·00	1917-18	
...	1·07	...	...	...	0·42	18	58·78	1918-19	
*	*	...	...	*		*	*	1914-15	Tarikere-Narasimharajapura.
3	37·86	...	...	...	...	10	127·66	1915-16	
1	81·94	...	...	...	...	5	498·59	1916-17	
3	20·13	...	...	...	1·21	27	153·80	1917-18	
6	21·43	...	...	3	10·71	41	146·43	1918-19	
2,87,39	4·75	29,93	0·50	1,99,43	3·30	†32,75,04	54·19	1914-15	Total of all railways.
2,80,48	4·34	25,18	0·39	1,98,76	3·07	†32,91,95	50·91	1915-16	
2,84,89	4·03	22,51	0·32	2,38,71	3·38	33,40,32	47·26	1916-17	
2,97,70	3·85	23,69	0·31	2,88,77	3·73	35,36,87	45·72	1917-18	
3,32,53	3·85	24,20	0·28	3,36,54	3·91	41,80,17	48·45	1918-19	

* Information not available.

† Includes figures for lines for which details are not available.

APPENDIX 8.

General results of working each railway system.

Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (5).
1	2	3	4	5	6	7	8	9	10
5' 6" Gauge.									
Bengal-Nagpur (including 2' 6" gauge).	1914-15	2,670·82	10,525	40,08,62	4,10,01	2,06,77	2,03,24	50·43	5·07
	1915-16	2,683·66	10,689	40,73,73	4,43,73	2,17,48	2,26,25	49·01	5·56
	1916-17	2,738·15	11,283	40,96,74	5,12,28	2,46,36	2,65,92	48·09	6·51
	1917-18	2,738·24	11,381	41,36,32	5,63,93	2,62,60	3,01,33	46·57	7·30
	1918-19	2,732·44	11,400	41,98,41	6,20,87	3,07,70	3,13,17	49·56	7·48
Bombay, Baroda and Central India (including 2' 6" gauge lines worked).	1914-15	1,496·97	7,173	27,22,12	3,69,74	1,90,73	1,79,01	51·58	6·60
	1915-16	1,505·66	7,348	27,86,17	4,07,73	1,94,12	2,13,61	47·61	7·69
	1916-17	1,504·97	7,664	28,10,18	4,29,72	1,78,78	2,50,94	41·60	8·96
	1917-18	1,544·84	7,707	28,62,95	4,90,22	2,13,57	2,76,65	43·57	9·69
	1918-19	1,578·42	7,830	28,92,53	5,70,42	2,49,27	3,21,15	43·70	11·13
Eastern Bengal	1914-15	559·96	4,726	22,38,17	1,84,54	1,21,95	62,59	66·08	2·80
	1915-16	582·51	4,664	23,36,72	2,15,14	1,21,99	93,15	56·70	4·04
	1916-17	616·01	4,292	24,15,05	2,22,55	1,17,78	1,04,77	52·92	4·34
	1917-18	622·88	3,807	24,31,67	2,08,42	1,21,54	86,88	58·31	3·57
	1918-19	621·21	3,955	24,66,88	2,36,13	1,35,14	1,00,99	57·22	4·09
East Indian	1914-15	2,716·46	25,439	72,96,13	10,70,78	4,22,10	6,48,68	39·42	8·89
	1915-16	2,719·05	25,658	73,80,99	10,83,73	4,22,77	6,60,96	39·01	8·96
	1916-17	2,806·75	27,163	75,41,98	11,45,52	4,21,66	7,23,86	36·81	9·60
	1917-18	2,775·26	25,702	76,47,92	12,21,83	4,26,09	7,95,74	34·87	10·54
	1918-19	2,770·84	26,005	76,02,93	13,92,59	4,87,58	9,05,01	35·01	11·90
Great Indian Peninsula (including 2' 6" gauge lines worked).	1914-15	3,088·66	21,359	66,22,93	8,35,56	5,23,64	3,11,92	62·67	4·71
	1915-16	3,268·83	22,865	70,14,43	9,76,13	5,56,13	4,20,00	56·97	5·98
	1916-17	3,266·56	24,506	70,72,67	10,54,10	5,65,99	4,88,11	53·69	6·90
	1917-18	3,291·94	23,395	71,69,70	11,43,61	6,09,19	5,34,42	53·27	7·45
	1918-19	3,335·26	23,081	72,61,05	12,95,20	7,41,00	5,54,20	57·22	7·63
Madras and Southern Mahratta	1914-15	1,041·61	5,051	18,65,01	2,35,51	1,24,84	1,10,67	53·01	5·93
	1915-16	1,078·56	5,357	18,87,51	2,60,03	1,32,93	1,27,10	51·12	6·73
	1916-17	1,078·99	5,805	19,06,93	3,00,94	1,48,82	1,52,12	49·45	7·98
	1917-18	1,063·11	5,374	19,22,61	3,35,86	1,50,88	1,84,98	44·92	9·62
	1918-19	1,063·11	5,354	19,35,79	3,51,69	1,62,30	1,89,39	46·15	9·78
Nizam's Guaranteed State ...	1914-15	350·71	1,464	5,29,67	63,21	31,03	32,18	49·09	6·07
	1915-16	350·71	1,341	5,43,11	69,48	37,59	31,89	54·10	5·87
	1916-17	350·71	1,528	5,42,80	70,94	30,24	40,70	42·63	7·50
	1917-18	351·60	1,301	5,46,73	77,48	40,87	36,61	52·75	6·69
	1918-19	351·60	1,358	5,49,80	83,34	50,99	32,35	61·18	5·88

APPENDIX 8—*contd.*

General results of working each railway system.

Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles.)	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (5).
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE—*concld.*									
North Western—									
Commercial section (including 2'6" gauge lines.)	1914-15	4,071·87	18,986	75,66,67	8,49,68	4,96,27	3,53,41	58·41	4·67
	1915-16	4,176·21	18,810	76,91,16	8,89,23	4,76,01	4,13,22	53·53	5·50
	1916-17	4,225·32	18,961	77,15,20	10,20,86	4,64,91	5,55,95	45·54	7·21
	1917-18	3,974·54	19,670	77,89,66	12,55,16	5,15,51	7,39,65	41·07	9·50
	1918-19	4,089·49	19,009	79,95,37	12,82,32	6,39,85	6,42,97	49·86	8·04
Military section (including 2' 6" gauge lines.)	1914-15	1,257·46	3,063	18,53,28	72,56	69,86	2,70	96·27	0·15
	1915-16	1,258·45	3,152	18,56,78	77,38	69,12	8,26	89·33	0·45
	1916-17	1,259·81	3,274	18,60,79	85,46	70,71	14,75	82·74	0·79
	1917-18	1,251·57	3,175	18,81,89	1,04,24	79,73	24,51	76·49	1·30
	1918-19	1,251·46	3,740	20,20,64	1,25,49	1,10,33	15,16	87·92	0·75
Total commercial and military sections.	1914-15	5,329·33	22,049	94,19,95	9,22,24	5,66,13	3,56,11	61·38	3·78
	1915-16	5,434·66	21,962	95,47,92	9,66,61	5,45,13	4,21,48	56·39	4·41
	1916-17	5,485·13	22,235	95,75,99	11,06,32	5,35,62	5,70,70	48·41	5·94
	1917-18	5,226·11	22,845	96,71,55	13,59,40	5,95,24	7,64,16	43·79	7·90
	1918-19	5,340·95	22,749	1,00,16,01	14,07,81	7,49,68	6,58,13	53·25	6·64
Oudh and Rohilkhand ...	1914-15	1,714·04	6,867	22,46,07	2,12,91	1,19,34	93,57	56·05	4·32
	1915-16	1,638·91	6,511	*21,77,14	2,28,68	1,13,62	1,15,06	49·69	5·28
	1916-17	1,638·91	6,648	21,82,45	2,68,74	1,15,55	1,53,19	42·99	7·02
	1917-18	1,624·33	6,168	21,88,07	2,90,78	1,11,51	1,79,27	38·35	8·21
	1918-19	1,624·33	5,986	21,96,19	3,36,19	1,39,02	1,97,17	41·35	8·98
South Indian	1914-15	445·94	2,121	7,13,55	78,17	46,11	32,06	58·98	4·49
	1915-16	445·94	2,095	7,26,73	84,91	39,90	45,01	46·99	6·19
	1916-17	445·94	2,145	7,20,79	98,22	48,73	49,49	49·61	6·87
	1917-18	449·60	1,933	7,23,46	1,10,19	45,27	64,92	41·09	8·97
	1918-19	449·60	1,882	7,23,81	1,16,01	47,98	68,03	41·36	9·40
3' 3½" GAUGE.									
Assam-Bengal	1914-15	847·98	2,035	16,04,81	68,85	51,54	17,31	74·85	1·08
	1915-16	†807·92	1,892	16,35,95	67,47	52,57	14,90	77·91	0·91
	1916-17	854·37	1,867	16,43,11	67,38	52,59	14,79	78·04	0·90
	1917-18	957·34	1,932	17,88,64	76,76	56,98	19,78	74·22	1·08
	1918-19	970·09	2,170	18,16,61	86,02	66,27	20,65	76·28	1·15
Bengal and North-Western ...	1914-15	2,027·12	6,301	17,85,93	2,03,75	79,67	1,24,08	39·10	6·95
	1915-16	2,066·54	6,927	18,03,09	1,95,27	78,39	1,16,88	37·67	6·48
	1916-17	2,053·73	6,204	17,93,49	2,17,31	86,26	1,31,05	36·99	7·31
	1917-18	2,045·65	5,737	17,79,00	2,14,87	93,81	1,21,06	40·36	6·81
	1918-19	2,052·45	6,044	17,61,41	2,57,67	1,02,73	1,54,94	39·87	8·80

* Decrease due to the transfer of the Cawnpore-Banda railway to the Great Indian Peninsula Railway System.
† Decrease due to the closing down of the Hill section.

APPENDIX 8—*contd.*

General results of working each railway system.

Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (5).
1	2	3	4	5	6	7	8	9	10
5' 3½" GAUGE—*contd.*									
Bengal Docars	1914-15	152·96	312	1,32,17	15,99	6,67	9,32	41·72	7·05
	1915-16	152·96	318	1,35,23	16,42	6,86	9,56	41·78	7·07
	1916-17	152·96	351	1,36,19	17,70	7,66	10,04	43·28	7·37
	1917-18	152·96	355	1,36,56	17,09	7,33	9,76	42·91	7·15
	1918-19	158·20	357	1,37,22	18,29	7,95	10,34	43·45	7·23
Bhavnagar State	1914-15	246·44	529	1,26,69	16,63	7,75	8,88	46·60	7·01
	1915-16	249·02	511	1,35,23	16,45	7,91	8,54	48·08	6·31
	1916-17	249·02	479	1,35,74	17,59	8,71	8,88	49·53	6·54
	1917-18	249·02	456	1,36,66	19,14	8,04	11,10	42·00	8·12
	1918-19	249·02	493	1,36,56	27,51	11,09	16,42	40·32	12·02
Bombay, Baroda and Central India.	1914-15	2,226·83	8,533	18,68,10	3,04,21	1,62,31	1,41,90	53·36	7·60
	1915-16	2,232·80	9,181	18,72,56	3,38,44	1,60,32	1,78,12	47·37	9·51
	1916-17	2,277·09	9,073	18,92,78	3,61,01	1,59,88	2,01,13	44·28	10·63
	1917-18	2,277·91	8,876	18,81,56	3,69,95	1,67,66	2,02,29	45·32	10·75
	1918-19	2,292·08	8,902	19,34,43	4,55,69	2,06,89	2,48,80	45·40	12·86
Burma	1914-15	1,599·03	5,755	21,45,74	2,33,86	1,34,09	99,77	57·34	4·65
	1915-16	1,598·46	5,352	21,57,24	2,20,82	1,29,65	91,17	58·71	4·23
	1916-17	1,598·46	5,376	21,64,89	2,47,28	1,28,68	1,18,60	52·04	5·48
	1917-18	1,598·46	5,303	21,57,58	2,47,73	1,33,26	1,14,47	53·79	5·31
	1918-19	1,604·98	5,782	21,47,14	2,93,55	1,58,88	1,34,67	54·12	6·27
Dibru-Sadiya	1914-15	91·52	341	1,28,60	*13,88	*8,61	*5,27	*62·03	*4·10
	1915-16	91·52	334	1,31,13	15,11	9,22	5,89	60·82	4·49
	1916-17	91·52	332	1,33,09	15,16	9,22	5,94	60·82	4·46
	1917-18	91·52	334	1,34,82	15,36	10,03	5,33	64·98	3·97
	1918-19	91·52	277	1,37,50	14,65	9,55	5,10	65·18	3·68
Eastern Bengal (including 2' 6" gauge section.)	1914-15	1,167·40	4,824	13,08,57	1,55,77	98,91	56,86	63·49	4·35
	1915-16	1,165·52	4,235	13,36,68	1,41,24	92,20	49,04	65·28	3·67
	1916-17	1,154·12	4,124	13,45,30	1,57,88	87,19	70,64	55·24	5·25
	1917-18	1,101·96	3,472	13,53,18	1,50,74	82,04	68,70	54·42	5·08
	1918-19	1,121·84	3,475	13,48,26	1,64,30	95,65	68,65	58·21	5·11
Gondal-Porbandar State ...	1914-15	219·75	512	99,91	14,23	7,48	6,75	52·58	6·51
	1915-16	219·75	535	1,01,46	15,06	7,40	7,66	49·13	7·47
	1916-17	231·44	536	1,10,66	15,89	8,60	7,29	54·12	6·35
	1917-18	231·44	556	1,12,55	17,99	9,37	8,62	52·09	7·65
	1918-19	231·44	608	1,15,38	24,11	12,73	11,38	52·79	9·52

*Revised figures.

APPENDIX 8—*contd.*

General results of working each railway system.

Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (5).
1	2	3	4	5	6	7	8	9	10
3′ 3¾″ GAUGE—*contd.*									
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	1914-15	443·44	1,403	3,51,07	42,34	24,47	17,87	57·79	5·09
	1915-16	487·44	1,258	3,85,06	46,14	24,60	21,54	53·30	6·12
	1916-17	544·74	1,165	4,29,47	41,52	22,29	19,23	53·64	5·48
	1917-18	544·74	1,120	4,37,37	44,90	28,57	16,33	63·64	3·73
	1918-19	544·74	1,259	4,46,82	57,43	29,81	27,62	51·89	6·18
Jamnagar	1914-15	54·22	76	23,71	3,01	1,92	1,09	63·62	4·62
	1915-16	54·22	76	23,96	3,23	1,77	1,46	54·92	6·08
	1916-17	54·22	79	24,09	3,43	1,97	1,46	57·39	6·07
	1917-18	54·22	77	24,26	3,74	1,98	1,76	52·81	7·23
	1918-19	54·22	83	24,75	4,94	2,21	2,73	44·75	11·04
Jodhpur-Bikaner ...	1914-15	1,298·47	2,001	3,71,48	60,21	31,84	28,37	52·88	7·64
	1915-16	1,330·32	2,382	3,80,90	80,97	37,16	43,81	45·89	11·50
	1916-17	1,330·32	2,606	3,85,17	81,33	40,17	41,16	49·39	10·69
	1917-18	1,330·32	2,519	3,85,92	96,75	40,91	55,84	42·28	14·47
	1918-19	1,330·32	2,503	3,96,01	1,08,27	50,26	58,01	46·42	14·65
Junagad State	1914-15	113·90	172	60,67	6,21	3,29	2,92	52·93	4·82
	1915-16	120·90	192	63,80	6,96	3,56	3,40	51·16	5·33
	1916-17	120·90	204	63,98	7,49	3,80	3,69	50·77	5·76
	1917-18	120·90	206	67,43	8,14	6,40	1,74	78·60	2·58
	1918-19	135·60	216	77,34	9,98	4,37	5,61	43·74	7·26
Madras and Southern Mahratta ...	1914-15	2,090·02	6,840	18,69,86	1,91,79	1,15,76	76,03	60·36	4·07
	1915-16	2,090·02	7,066	18,72,35	2,10,14	1,14,96	95,18	54·70	5·08
	1916-17	2,090·02	7,070	18,77,52	2,21,25	1,18,67	1,02,58	53·64	5·46
	1917-18	2,088·55	6,854	18,77,05	2,37,03	1,17,66	1,19,37	50·08	6·92
	1918-19	2,108·01	6,802	18,92,92	2,56,54	1,30,36	1,26,18	50·81	6·67
Morvi (including 2′ 6″ gauge section).	1914-15	92·83	214	52,84	7,67	2,80	4,87	36·59	9·24
	1915-16	92·83	218	53,31	7,78	2,81	4,92	36·31	9·15
	1916-17	92·83	213	53,60	8,69	2,45	6,24	28·26	11·63
	1917-18	92·83	215	53,77	9,76	2,62	7,14	26·86	13·28
	1918-19	92·83	248	53,59	14,44	4,18	10,26	28·92	19·16
Mysore-Arsikere	1917-18	102·95	20	81,12	66	60	6	89·99	0·07
	1918-19	102·95	105	90,53	3,81	3,62	19	95·01	0·21
Rohilkund and Kumaon ...	1914-15	568·83	1,140	3,71,69	34,99	18,80	16,19	53·73	4·36
	1915-16	571·35	1,129	3,70,77	37,43	18,15	19,28	48·49	5·20
	1916-17	571·23	1,102	3,67,73	42,89	17,88	25,01	41·69	6·80
	1917-18	571·15	1,039	3,66,70	48,73	21,51	27,22	44·14	7·42
	1918-19	571·15	1,139	3,66,70	56,02	28,23	27,79	50·38	7·58

APPENDIX 8—*cont*

General results of working each railway system.

Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (5).
1	2	3	4	5	6	7	8	9	10
5' 3½" GAUGE—*concld.*									
South Indian	1914-15	1,218·10	7,089	14,19,26	2,19,40	1,26,69	92,71	57·74	6·53
	1915-16	1,243·14	7,015	14,38,63	2,38,05	1,20,66	1,17,39	50·69	8·16
	1916-17	1,243·14	6,904	14,27,43	2,54,67	1,28,12	1,26,55	50·31	8·87
	1917-18	1,281·05	5,921	14,78,78	2,74,04	1,21,04	1,53,00	44·17	10·35
	1918-19	1,281·05	5,453	14,74 72	2,74,82	1,28,08	1,46,74	46·60	9·95
Udaipur-Chitorgarh ...	1914-15	67·30	98	22,40	2,65	1,58	1,07	59·64	4·78
	1915-16	67·30	106	22,59	3,24	1,71	1,53	52·79	6·77
	1916-17	67·30	108	22,77	3,75	1,83	1,92	48·80	8·43
	1917-18	67·30	92	22,84	2,76	1,45	1,31	52·48	5·75
	1918-19	67·30	72	22,86	3,37	1,77	1,60	52·37	7·03
2' 6" GAUGE.									
Ahmadpur-Katwa	1917-18	32·26	43	19,50	54	55	—1	101·45	...
	1918-19	32·26	71	19,66	94	1,18	—24	125·06	...
Arakan Light	1918-19	18·25	3	28,87	8	11	—3	129·47	...
Arrah-Sasaram Light ...	1914-15	65·26	94	22,75	2,13	1,25	88	58·50	3·85
	1915-16	65·16	94	22,88	1,96	1,17	79	59·01	3·46
	1916-17	65·16	92	23,67	2,26	1,26	1,00	55·70	4·42
	1917-18	65·16	92	22,67	2,54	1,17	1,37	46·22	6·01
	1918-19	65·16	97	22,58	2,47	1,31	1,16	53·02	5·15
Bangalore-Chik Ballapur Light	1914-15	14·72	*	*	*	*	*	*	*
	1915-16	28·65	22	10,18	52	34	18	64·96	1·81
	1916-17	†	†	†	†	†	†	†	†
	1917-18	†	†	†	†	†	†	†	†
	1918-19	†	†	†	†	†	†	†	†
Bankura-Damoodar River ...	1916-17	42·69	18	33,94	22	20	2	88·92	0·07
	1917-18	59·95	104	35,57	1,28	1,21	7	94·58	0·19
	1918-19	59·95	126	35,43	1,83	1,68	15	92·03	0·41
Baraset-Basirhat Light ...	1914-15	52·24	139	23,99	3,49	2,15	1,34	61·71	5·56
	1915-16	52·24	170	23,81	3,74	2,22	1,52	59·31	6·40
	1916-17	52·24	145	23,82	3,57	2,22	1,35	62·07	5·69
	1917-18	52·24	111	23,85	3,08	2,15	93	69·90	3·89
	1918-19	52·24	133	23,90	3,45	2,06	1,39	59·95	5·78
Barsi Light	1914-15	115·84	213	74,50	11,18	4,89	6,29	43·81	8·43
	1915-16	117·50	201	76,43	10,67	4,70	5,97	44·06	7·54
	1916-17	117·50	208	76,06	11,25	4,80	6,45	42·73	8·47
	1917-18	117·50	158	76,57	8,61	4,46	4,15	51·75	4·83
	1918-19	117·50	166	86,28	10,10	4,87	5,23	48·24	6·17
Bengal Provincial	1914-15	33·27	125	11,77	1,43	95	48	66·81	4·03
	1915-16	33·27	125	11,85	1,41	96	45	68·18	3·78
	1916-17	33·27	119	11,89	1,28	95	33	74·04	2·79
	1917-18	41·58	112	14,44	1,14	1,00	14	87·72	0·97
	1918-19	41·58	103	14,53	*	*	*	*	*
Bukhtiarpur-Bihar Light ...	1914-15	33·00	51	13,60	1,66	1,06	60	63·67	4·43
	1915-16	33·00	71	13,60	2,31	1,22	1,09	52·78	8·03
	1916-17	33·00	39	13,60	1,57	95	62	60·38	4·57
	1917-18	33·00	42	13,84	1,97	1,12	85	57·12	6·09
	1918-19	33·00	48	13,92	1,60	98	62	61·09	4·52
Burdwan-Katwa	1915-16	32·52	39	17,27	38	20	18	51·57	1·08
	1916-17	32·52	84	17,82	1,33	1,25	8	93·57	0·48
	1917-18	32·52	73	17,98	1,32	1,00	32	75·70	1·79
	1918-19	32·52	91	18,09	1,41	1,07	34	76·10	1·87
Champaner-Shivrajpur-Pani Light	1914-15	26·24	24	9,47	64	64	...	99·73	...
	1915-16	24·95	24	9,71	74	57	17	76·78	1·77
	1916-17	32·40	31	16,38	95	67	28	70·71	1·77
	1917-18	32·40	43	16,25	25	86	39	83·70	2·39
	1918-19	32·40	38	16,30	29	1,02	27	78·94	1·66

* Information not furnished.
† Included with the Kolar District railway.

APPENDIX 8—*contd.*

General results of working each railway system.

Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (5).
1	2	3	4	5	6	7	8	9	10
2' 6" GAUGE—*contd.*									
Cutch State	1914-15	36·78	29	10,53	97	58	39	59·72	3·72
	1915-16	36·78	28	10,84	1,05	53	52	49·89	4·87
	1916-17	36·78	28	10,86	93	57	36	61·79	3·31
	1917-18	36·78	24	10,94	59	49	10	83·89	0·86
	1918-19	36·78	‡	10,95	1,20	64	56	53·83	5·03
Dehri-Rohtas Light ...	1914-15	23·83	40	6,26	1,91	60	1,31	31·35	20·89
	1915-16	23·83	36	6,28	2,19	70	1,49	32·11	23·73
	1916-17	23·83	35	6,88	2,32	73	1,59	31·70	22·99
	1917-18	23·83	35	6,70	2,18	79	1,39	36·26	20·77
	1918-19	23·83	38	7,40	2,23	1,37	86	61·17	11·74
Dholpur-Bari	1914-15	36·38	27	12,41	72	44	28	60·94	2·26
	1915-16	36·38	30	12,42	88	57	31	65·48	2·44
	1916-17	51·63	34	12,42	1,06	52	54	49·28	4·33
	1917-18	51·63	56	12,93	1,11	67	44	60·56	3·40
	1918-19	51·63	56	13,60	1,18	74	44	62·71	3·38
Godhra-Lunavada	1914-15	25·45	19	13,03	45	41	4	90·03	0·34
	1915-16	25·45	22	12,90	53	56	—3	106·80	..
	1916-17	25·45	22	12,92	65	54	11	84·02	0·77
	1917-18	25·45	19	12,97	54	58	—4	106·49	...
	1918-19	25·45	19	13,07	79	64	15	81·20	1·13
Jessore-Jhenidah	1914-15	36·80	‡	12,49	77	94	—17	121·25	...
	1915-16	36·80	80	12,81	95	1,33	—38	140·92	...
	1916-17	36·80	80	13,49	1,11	1,43	—32	129·34	...
	1917-18	36·75	69	13,97	89	1,45	—56	162·81	...
	1918-19	36·75	93	14,38	1,03	1,29	—26	125·90	...
Kalighat-Falta	1917-18	25·38	49	17,37	89	69	20	77·28	1·16
	1918-19	25·38	89	17,60	1,89	1,19	70	63·05	3·96
Kolar District	1914-15	10·92	19	3,06	36	31	5	86·66	1·57
	1915-16	40·71	20	14,07	48	36	12	74·32	0·87
	1916-17	†98·75	†82	†26,43	†1,77	†1,46	†31	†82·31	†0·11
	1917-18	†102·25	†118	†30,31	†2,61	†1,97	†64	†75·19	†3·42
	1918-19	†102·20	†117	†30,86	†3,02	†2,97	†5	†98·34	†0·02
Madaya Light	1914-15	8·30	‡	‡	‡	‡	‡	‡	‡
	1915-16	8·30							
	1916-17	8·30							
	1917-18	16·00							
	1918-19	16·00							
Morappur-Hosur and Tirupattur-Krishnagiri.	1914-15	98·78	147	41,73	1,98	2,16	—18	109·39	...
	1915-16	98·78	177	41,39	2,23	1,99	24	89·24	0·57
	1916-17	98·78	176	40,93	2,49	2,09	40	83·94	1·00
	1917-18	98·78	168	40,99	2,73	2,46	27	89·92	0·67
	1918-19	98·78	165	41,22	2,44	2,71	—27	110·97	...
Mourbhanj State	1914-15	32·41	24	7,24	54	29	25	54·35	3·43
	1915-16	32·41	24	7,27	48	31	17	65·69	2·24
	1916-17	32·41	25	7,27	52	42	10	80·22	1·42
	1917-18	32·41	24	7,27	52	40	12	75·98	1·73
	1918-19	32·41	24	7,27	46	39	7	84·45	0·99
Nadiad-Kapadvanj	1914-15	27·86	42	13,42	1,19	80	39	67·01	2·93
	1915-16	27·86	42	14,69	1,34	78	56	58·05	3·82
	1916-17	28·01	48	15,11	1,44	75	69	51·69	4·63
	1917-18	28·01	41	14,89	1,58	84	74	53·12	4·97
	1918-19	28·01	41	14,99	2,05	94	1,11	45·66	7·45
Parlakimedi Light	1914-15	24·62	18	7,56	50	32	18	64·33	2·36
	1915-16	24·62	19	7,63	41	40	1	97·91	0·11
	1916-17	24·62	29	7,67	49	45	4	92·51	0·48
	1917-18	24·62	20	7,67	54	33	21	61·12	2·76
	1918-19	24·62	19	7,67	53	31	22	58·50	2·89
Powayan Light	1914-15	39·50	57	8,95	83	50	33	60·00	3·70
	1915-16	39·50	58	8,95	96	57	39	60·00	4·28
	1916-17	38·86	58	8,95	1,01	61	40	60·30	4·47
	1917-18	38·86	58	8,95	1,02	61	41	59·80	4·47
	1918-19	††	11	8,95	26	15	11	57·69	1·12

†Includes figures for the Bangalore-Chik Ballapur Light railway.
‡Information not furnished.
††Temporarily dismantled.

APPENDIX 8—*concld.*

General results of working each railway system.

Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (5).
1	2	3	4	5	6	7	8	9	10
2′ 6″ GAUGE—*concld.*									
Shahdara (Delhi)-Saharanpur Light.	1914-15	92·50	141	43,90	6,48	2,90	3,58	44·76	8·14
	1915-16	92·50	136	44,17	5,49	2,69	2,80	49·03	6·34
	1916-17	92·50	148	44,11	6,69	2,76	3,93	41·23	8·90
	1917-18	92·50	150	44,63	7,16	3,46	3,70	48·17	8·31
	1918-19	92·50	135	45,20	7,94	4,14	3,80	52·15	8·40
Tezpore-Balipara Light ...	1914-15	20·10	36	4,87	1,36	99	37	72·98	7·51
	1915-16	20·10	32	4,87	1,42	97	45	68·64	9·12
	1916-17	20·10	37	4,87	1,48	1,01	47	68·37	9·55
	1917-18	20·10	34	4,87	1,33	1,03	30	77·42	6·16
	1918-19	20·10	34	4,87	1,55	1,07	48	69·02	9·84
2′ 0″ GAUGE.									
Darjeeling-Himalayan ...	1914-15	106·62	281	65,46	11,36	6,66	4,70	58·65	7·17
	1915-16	146·44	366	89,30	13,52	7,71	5,81	57·08	6·50
	1916-17	146·44	461	95,83	16,33	10,23	6,10	62·65	6·37
	1917-18	146·44	548	99,84	16,59	10,17	6,42	61·30	6·43
	1918-19	146·44	556	1,00,75	18,04	11,05	6,99	61·25	6·93
Gwalior Light	1914-15	249·96	269	72,27	5,31	3,15	2,16	59·25	3·00
	1915-16	249·96	276	74,69	5,85	3,30	2,55	56·38	3·42
	1916-17	249·97	253	75,66	5,63	2,82	2,81	50·06	3·72
	1917-18	249·96	293	75,92	6,58	3,00	3,58	45·56	4·72
	1918-19	249·96	322	76,55	7,73	3,78	3,95	48·96	5·14
Howrah-Amta Light ...	1914-15	43·87	230	26,71	6,13	3,74	2,39	61·05	8·94
	1915-16	43·87	237	26,87	6,17	3,57	2,60	57·87	9·68
	1916-17	43·87	219	26,44	6,07	3,38	2,69	55·74	10·15
	1917-18	43·87	173	26,52	6,02	3,26	2,76	54·17	10·40
	1918-19	43·87	185	27,02	6,55	3,67	2,88	56·03	10·66
Howrah-Sheakhala Light ...	1914-15	19·75	83	8,27	1,56	·85	71	54·78	8·53
	1915-16	19·75	86	7,71	1,62	1,00	62	61·76	8·06
	1916-17	19·75	86	7,64	1,61	96	65	59·53	8·53
	1917-18	19·75	67	7,64	1,62	97	65	59·62	8·55
	1918-19	19·75	69	7,62	1,75	96	79	54·43	10·49
Jagadhri Light	1914-15	3·31	14	1,14	22	20	2	87·43	2·42
	1915-16	3·31	14	1,13	23	21	2	90·66	1·90
	1916-17	3·31	14	1,12	17	18	—1	106·46	...
	1917-18	3·31	12	1,12	19	17	2	88·07	1·40
	1918-19	3·37	12	1,12	18	18	...	98·24	0·29
Jorhat (Provincial) ...	1914-15	32·50	52	10,72	1,21	1,28	—7	105·23	...
	1915-16	32·50	52	10,91	1,57	1,02	55	64·97	5·04
	1916-17	32·50	52	11,24	1,65	1,02	63	61·82	5·62
	1917-18	32·50	52	11,12	1,42	1,19	23	83·50	2·07
	1918-19	32·50	51	10,91	1,13	1,21	—8	107·08	...
Kulasekarapatnam Light ...	1915-16	18·00	18	2,86	18	13	5	70·64	2·02
	1916-17	18·00	23	2,93	80	33	47	40·98	15·82
	1917-18	18·00	27	3,46	32	37	—5	115·76	...
	1918-19	32·00	36	5,67	42	61	—19	146·70	...
Pipar-Bilara Light ...	1914-15	25·25	19	2,80	25	16	9	62·67	3·36
	1915-16	25·25	24	2,90	34	21	13	62·96	4·30
	1916-17	25·25	26	2,90	26	21	5	81·08	1·67
	1917-18	25·25	15	2,90	20	16	4	80·00	1·33
	1918-19	25·25	18	2,90	30	18	12	58·78	4·14
Tarikere-Narasimharajapura ...	1914-15	12·00	†	†	†	†	†	†	†
	1915-16	11·75	7	2,97	8	10	—2	127·66	...
	1916-17	11·88	2	3,48	1	5	—4	498·59	...
	1917-18	26·60	19	5,03	17	27	—10	153·80	...
	1918-19	26·50	39	5,76	28	41	—13	146·43	...
Total of all railways ...	1914-15	35,285	157,142	5,19,22,13	‡60,42,74	‡32,75,04	27,67,70	54·19	5·33
	1915-16	35,833	159,038	5,29,98,29	64,66,04	32,91,95	31,74,09	50·91	5·99
	1916-17	36,286	163,604	5,35,27,97	70,68,42	33,40,32	37,28,10	47·26	6·96
	1917-18	36,333	157,036	5,41,79,90	77,36,39	35,36,87	41,99,52	45·72	7·75
	1918-19	36,616	158,588	5,49,74,45	86,28,68	41,80,17	44,48,51	48·45	8·09

† Information not available.
‡ Revised figures.

APPENDIX 9.

Statistical results of working the various classes of railways during the financial year 1918-19.

Class.	Length of line open on the 31st March 1919.	Total capital outlay on open lines to the 31st March 1919, including steam-boat and suspense.	Total number of passengers carried.	Total weight of goods carried.	Gross earnings, including steam-boat service.	Working expenses, including steam-boat service.	Net earnings, including steam-boat service.	Percentage of net earnings on capital outlay on open lines.
1	2	3	4	5	6	7	8	9
5' 6" gauge.	Miles.	Rs.	No.	Tons.	Rs.	Rs.	Rs.	
State lines worked by the State	5,882·79	1,81,31,43,000	82,229,300	19,899,000	17,75,58,000	9,10,59,000	8,64,99,000	
a State lines worked by Companies	9,739·79	2,32,08,91,000	160,231,100	44,834,000	41,77,34,000	19,03,42,000	22,73,92,000	
Branch line Company's railway under "guarantee" terms, worked by the main line.	32·04	30,54,000	515,500	121,000	6,62,000	3,31,000	3,31,000	
Branch line Companies' railways under "rebate" terms, worked by the main line.	1,145·99	10,07,56,000	13,277,100	2,224,000	1,47,22,000	74,33,000	72,89,000	
Company's line subsidized by the Government of India.	206·40	1,95,93,000	53,073,900	5857,000	45,55,000	21,86,000	23,69,000	
District Board lines ...	25·36	19,64,000	580,100	48,000	1,36,000	73,000	63,000	
Indian State lines worked by the main line.	631·69	4,46,28,000	*c*7,709,600	*c*3,272,000	80,71,000	42,14,000	38,57,000	
Company's line guaranteed by Indian State.	330·13	5,37,30,000	1,901,900	651,000	78,00,000	48,77,000	29,32,000	
TOTAL FOR 1918-19 ...	17,994·19	3,86,77,50,000	269,519,000	71,906,000	63,12,47,000	30,05,15,000	33,07,32,000	8·55
TOTAL FOR 1917-18 ...	17,876·27	3,80,64,36,000	247,808,400	65,525,000	57,20,00,000	25,23,41,000	31,96,59,000	8·40
3' 3½" gauge.								
State lines worked by the State ...	1,060·37	12,88,71,000	9,815,000	1,882,000	1,54,47,000	91,12,000	63,35,000	
State lines worked by Companies	8,395·38	95,79,21,000	*d*108,924,800	*d*13,679,000	*d*14,54,98,000	*d*7,22,17,000	*d*7,32,81,000	
Branch line Companies' railways under "rebate" terms, worked by the main line.	178·29	75,24,000	2,233,600	288,000	12,39,000	5,52,000	6,87,000	
Branch line Company's railway under "guarantee and rebate" terms.	100·68	1,07,27,000	*e*	*e*	6,02,000	3,01,000	3,01,000	
Companies' lines subsidized by the Government of India.	1,723·94	12,49,50,000	*f*30,902,400	*f*3,959,000	1,88,10,000	81,14,000	1,06,96,000	
Company's line subsidized by Local Government.	86·02	1,20,56,000	536,100	394,000	13,78,000	9,03,000	4,75,000	
Unassisted Company's line ...	5·50	16,94,000	70,900	274,000	87,000	52,000	35,000	
District Board lines	188·76	88,27,000	4,246,200	226,000	14,58,000	7,26,000	7,32,000	
Company's line subsidized by District Board.	36·40	32,94,000	*g*	*g*	6,73,000	1,86,000	4,87,000	
Indian State lines worked by Indian States.	2,020·80	8,55,98,000	12,422,800	2,452,000	1,74,32,000	79,60,000	94,72,000	
Indian State lines worked by the main line.	817·60	4,19,06,000	5,969,200	622,000	40,75,000	21,55,000	19,20,000	
Company's line guaranteed by Indian State.	391·13	3,26,79,000	3,726,700	405,000	52,38,000	24,91,000	27,47,000	
Lines in Foreign territory worked by British Indian Railway Companies.	73·60	2,07,32,000	1,368,200	267,000	12,60,000	6,72,000	5,88,000	
TOTAL FOR 1918-19 ...	15,078·49	1,43,67,79,000	180,215,900	24,448,000	21,31,97,000	10,54,41,000	10,77,56,000	7·50
TOTAL FOR 1917-18 ...	14,998·80	1,42,75,24,000	168,564,500	21,676,000	18,56,15,000	9,11,24,000	9,44,91,000	6·62

a Includes the Broach-Jambusar (2' 6" gauge) railway, in columns 4 and 5, and the Tumsar-Tirodi (2' 0" gauge) Light railway, in columns 4 to 8, for which information was not recorded separately.
b Includes the Indian State section of the Jind-Panipat railway.
c Includes the British section of the Bhopal-Itarsi railway.
d Includes the Birar-Shimoga, Hindupur (Yesvantpur-Mysore Frontier) and Mysore-Nanjangud railways, but excludes the Alnavar-Dandeli (Provincial) railway for which information was not furnished.
e Included with the Assam-Bengal railway against "State lines worked by Companies."
f Includes the Bengal Docars, Lucknow-Bareilly and Tirhoot railways.
g Included with the Bengal Docars Extensions railway against "Companies' lines subsidized by the Government of India."

APPENDIX 9—*concld.*

Statistical results of working the various classes of railways during the financial year 1918-19.

Class.	Length of line open on the 31st March 1919.	Total capital outlay on open lines to the 31st March 1919, including steam-boat and suspense.	Total number of passengers carried.	Total weight of goods carried.	Gross earnings, including steam-boat service.	Working expenses, including steam-boat service.	Net earnings, including steam-boat service.	Percentage of net earnings on capital outlay on open lines.
1	2	3	4	5	6	7	8	9
	Miles.	Rs.	No.	Tons.	Rs.	Rs.	Rs.	
Special (2' 6" and 2' 0") gauges.								
State lines worked by the State ...	365·05	3,88,11,000	2,074,000	408,000	33,08,000	25,49,000	7,54,000	
State lines worked by Companies *a*	972·27	5,48,17,000	3,553,700	725,000	39,91,000	29,64,000	10,27,000	
Branch line Companies' railways under "guarantee" terms worked by the Branch line Company.	168·31	1,19,65,000	1,614,700	71,000	6,15,000	5,23,000	92,000	
Branch line Company's railway under "guarantee" terms worked by the main line.	8·31	2,57,000	*b*	*b*	*b*	*b*	*b*	
Branch line Companies' railways under "rebate" terms—								
(A) Worked by the Branch line Company.	85·86	44,86,000	709,000	108,000	4,13,000	2,60,000	1,53,000	
(B) Worked by the main line.	405·87	2,08,51,000	1,859,500	245,000	17,89,000	8,45,000	9,44,000	
Companies' lines subsidized by the Government of India.	233·83	1,47,83,000	2,044,400	368,000	20,53,000	10,53,000	10,00,000	
Company's line susidized by Local Government.	51·00	46,27,000	260,000	58,000	13,69,000	8,88,000	4,81,000	
Unassisted Companies' lines *c* ...	84·58	18,75,000	148,600	32,000	60,000	79,000	—19,000	
Companies' lines subsidized by District Boards.	270·87	1,14,30,000	5,111,000	193,000	18,40,000	11,34,000	7,06,000	
Indian State lines worked by Indian States.	472·51	1,28,48,000	1,494,800	211,000	12,31,000	7,55,000	4,76,000	
Indian State lines worked by the main line.	386·66	1,50,53,000	3,019,700	102,000	16,20,000	8,94,000	7,26,000	
Company's line guaranteed by Indian State.	38·70	11,54,000	*d*	*d*	1,40,000	1,17,000	23,000	
TOTAL FOR 1918-19 ...	3,543·82	19,29,07,000	21,894,600	2,521,000	1,84,24,000	1,20,61,000	63,63,000	3·30
TOTAL FOR 1917-18 ...	3,468·40	18,40,30,000	20,192,400	2,299,000	1,60,24,000	1,02,22,000	58,02,000	3·15
TOTAL OF ALL RAILWAYS FOR 1918-19.	36,616·58	5,49,74,45,000	*e* 471,629,500	*e* 98,875,000	86,28,68,000	41,80,17,000	44,48,51,000	8·09
TOTAL OF ALL RAILWAYS FOR 1917-18.	36,333·47	5,41,79,90,000	*e* 436,563,300	*e* 89,500,000	77,86,39,000	35,36,87,000	41,99,52,000	7·75

a *Vide* remark *a* against "State lines worked by Companies" under 5' 6" gauge.
b Information was not furnished.
c Excludes the Bengal Provincial railway, from columns 4 to 8, and the Madaya Light railway, from columns 3 to 8, for which information was not furnished.
d Included with the Kolar District railway against "Indian State lines worked by Indian States."
e Includes cross traffic which is excluded from Appendix 6.

APPENDIX 10.

Main results of working of all Indian railways treated as one system.

Serial number.	Particulars.	1914-15.	1915-16.	1916-17.	1917-18.	1918-19.
1	2	3	4	5	6	7
1	Mileage open at close of the year Miles	35,285	35,833	36,236	36,383	36,616
2	Total Capital outlay, including ferries and suspense, on open lines (in thousands of rupees) . . . . . Rs.	5,19,22,13	5,29,98,29	5,35,27,97	5,41,79,90	5,49,74,45
3	Gross earnings (in thousands of rupees) . . . . . „	60,42,74	64,66,04	70,68,42	77,36,39	86,28,68
4	Gross earnings per mile open . . „	17,126	18,041	19,480	21,292	23,565
5	Gross earnings per mile open per week „	329	347	375	409	453
6	Gross earnings per train-mile . . „	3·84	4·07	4·32	4·98	5·44
7	Total working expenses (in thousands of rupees) . . . . . „	32,75,04	32,91,95	33,40,32	35,36,87	41,80,17
8	Working expenses per mile open . . „	9,282	9,185	9,206	9,734	11,416
9	Working expenses per train-mile . „	2·08	2·07	2·04	2·25	2·64
10	Percentage of working expenses to gross earnings . . . Per cent	54·19	50·91	47·26	45·72	48·45
11	Net earnings (in thousands of rupees). Rs.	27,67,70	31,74,09	37,28,10	41,99,52	44,48,51
12	Net earnings per mile open . . „	7,844	8,856	10,274	11,558	12,149
13	Net earnings per train-mile . . „	1·76	2·00	2·28	2·68	2·80
14	Percentage of net earnings on total capital outlay (item 2) . . Per cent.	5·33	5·99	6·96	7·75	8·09
15	Coaching train-miles (in thousands) Train-miles.	58,569	56,864	55,719	44,407	44,117
16	Goods train-miles (in thousands) . „	56,359	62,766	68,063	72,528	74,283
17	Mixed train-miles (in thousands). . „	35,514	34,471	34,874	34,618	34,240
18	Total, including miscellaneous, train-miles (in thousands) . . . . „	157,142	159,038	163,604	157,036	158,586
19	Unit-mileage of passengers (in thousands) . . . . . Unit-miles	16,022,846	16,528,646	17,846,664	16,204,892	18,039,577
20	Freight ton-mileage of goods (in thousands) . . . . . Ton-miles	15,225,957	17,157,841	19,825,901	21,015,126	22,140,806
21	Average miles a ton of goods was carried . . . . . Miles	188·04	207·98	230·08	245·87	242·68
22	Average rate charged for carrying a ton of goods one mile . . . Pies	4·43	4·34	4·01	4·08	4·26
	Average miles a passenger was carried.					
23	1st class . . . . . Miles	123·88	113·18	126·60	124·99	133·83
24	2nd class . . . . . „	80·04	93·44	106·88	96·58	90·64
25	Intermediate class . . . . . „	49·72	50·20	52·17	71·54	75·87
26	3rd class . . . . . „	36·59	36·60	37·56	38·91	40·68
27	Season and Vendors' tickets . . „	8·50	8·52	8·46	8·54	8·81
28	Total . . . . . „	35·52	35·59	36·82	37·66	39·24
	Average rate charged per passenger per mile.					
29	1st class . . . . . Pies	12·79	13·63	13·82	16·58	15·28
30	2nd class . . . . . „	6·23	5·50	5·07	6·76	7·15
31	Intermediate class . . . . . „	3·16	3·16	3·14	4·02	4·17
32	3rd class . . . . . „	2·29	2·29	2·32	2·78	2·86
33	Season and Vendors' tickets . . „	1·42	1·42	1·43	1·50	1·49
34	Total . . . . . „	2·44	2·44	2·48	2·99	3·08

APPENDIX 11.

Railways and tramways projected up to the 31st March 1919.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
ASSAM.							
Alipur Duars-Kumargram railway.	E. B. ...	Alipur Duars to Kumargram	Not ...	3′ 3⅜″ / 2′ 0″	26	18·60	Reconnoitred in 1916.
Assam-Burma connection railway.	...	(See under Burma) ...	...	...	...	...	
Bagmara-Siju railway ...	A. B. ...	Bagmara to Siju ...	Surveyed in 1913-14.	3′ 3⅜″	15	28·09	
		with extension to Jankary	Not ...	3′ 3⅜″	6	10·55	
Bishnath railway ...	...	Bishnath steamer Ghat to Tea gardens in Darrang district.	Not ...	2′ 0″	32	9·26	(a)
Dibrugarh-Khowang railway	D. S. ...	Dibrugarh to Khowang ...	Surveyed in 1917.	3′ 3⅜″	17	24·50	
Diphu-Miji Ingling railway	A. B. ...	Diphu to Miji Ingling Lime Stone Field.	Surveyed in 1917.	2′ 0″	16	5·03	
Furkating-Badulipara-Amguri railway.	A. B. ...	Furkating to Amguri *via* Badulipara with a branch to Dhansiri river.	Not ...	3′ 3⅜″	66	...	Survey sanctioned.
Golakgunge-Kumargram railway.	E. B. ...	Golakgunge to Kumargram	Not ...	3′ 3⅜″ / 2′ 0″	36 / 38	19·54 / 11·41	(a) Reconnoitred in 1916. Alternative to Alipur Duars-Kumargram Railway.
Habiganj-Begamkhan railway.	A. B. ...	Shaistaganj to Habiganj ... and Shaistaganj to Begamkhan	Surveyed in 1912.	3′ 3⅜″	16	8·35	(a) Estimates revised in 1915.
Karimganj-Longai Valley railway.	A. B. ...	Karimganj to Hatikhira with a branch from Baraigram to Dulabchera.	Surveyed in 1916.	3′ 3⅜″	30 / 18	17·25 / 9·31	(a)
Khowang-Lakwa or Amguri railway.	D. S. ...	Khowang to Lakwa or alternative to Amguri *vid* Sibsagar.	Not ...	3′ 3⅜″	19 / 41	20 81 / 40·15	Reconnoitred in 1917.
Pandu-Shillong railway ...	E. B. ...	Pandu to Shillong ...	Not ...	2′ 6″ / 2′ 0″	76 / 80	60·08 / 43·16	Reconnoitred in 1917. Survey sanctioned.
Sorupeta-Barpeta railway	E.B. ...	Sorupeta to Barpeta ...	Not ...	3′ 3⅜″	12	6·22	Reconnoitred in 1917.
Srimangal-Manumukh railway.	A. B. ...	†Srimangal to Maulvi Bazar and Maulvi Bazar to Manumukh	Surveyed in 1912.	3′ 3⅜″	23	10·73	(a) Estimates revised in 1915.
Sylhet-Dwara and connected railways.	A. B. ...	(1) Sylhet to Dwara with branch from Madhukoni to Chattak.	Surveyed in 1916.	3′ 3⅜″	28	16·68	(a)
...	A. B. ...	(2) Madhupur to Ishamati	Not ...	3′ 3⅜″	14	29·85	Preliminary survey made in 1917.
		(3) Tarapunji to Therria ghat.	Not ...	3′ 3⅜″	5	4·93	
		(4) Ishamati to Mawlong coal siding.	Not ...	2′ 6″	3	2·21	
		(5) Ishamati to Therria ...	Not ...	3′ 3⅜″	6	...	
	A. B. ...	(6) Madhopur to Therria Ghat, *via* Tarapunji.	Not ...	3′ 3⅜″	16	24·42	Preliminary survey made in 1917 and detailed survey sanctioned.
		(7) Tarapunji to Ishamati	Not ...	2′ 6″	2	1·09	
Sylhet-Therria Ghat railway.	A. B. ...	Sylhet to Therria Ghat ...	Surveyed in 1915.	3′ 3⅜″	24	30·76	Alternative to Sylhet-Dwara railway.
Tangla-Borjuli railway ...	E. B. ...	Tangla to Borjuli ... or Tangla to Rangapara ...	Surveyed in 1905-06.	3′ 3⅜″ / 3′ 3⅜″	48 / 50	25·40 / (b) 27·84 / (c) 25·37	Estimates revised and brought up to date in 1915.
BENGAL.							
Alipur Duars-Kumargram railway.	...	(See under Assam.)	...	...	...	...	
Akhaura-Birendranagar railway.	A. B. ...	Akhaura to Birendranagar	...	3′ 3⅜″	15	...	New project. Survey sanctioned.
Badarganj-Mohimaganj railway.	E. B. ...	Badarganj to Mohimaganj or Bonarpara.	Not ...	3′ 3⅜″	48	...	(a) Reconnaissance sanctioned.

(a) Proposals for construction under Branch Line Terms have been received from private promoters.
(b) With new girders and rails.
(c) With second hand girders and rails.
†Srimangal-Maulvibazar section—cost Rs. 6·76 lakhs.

APPENDIX 11—*contd.*

Railways and tramways projected up to the 31st March 1919.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
BENGAL—*contd.*					Miles.	Lakhs of rupees.	
Barsoi-Harischandrapur railway.	E. B. ...	Barsoi to Harischandrapur	Not ...	3′ 3⅜″	17	11·58	Reconnoitred in 1916.
Birnagar-Santipur Krishnagar railway	E. B. ...	Birnagar to Krishnagar *vid* Santipur with an extension to Bhagirathi river opposite Nabadwip.	Not ...	5′ 6″	...	...	Survey sanctioned. Birnagar-Santipur section (8 miles) surveyed in 1916 and estimated to cost 5·23 lakhs.
Bongong-Satkhira railway...	E. B. ...	Bongong to Satkhira ...	Surveyed in 1914.	5′ 6″	27	19·18	(*a*) Bongong-Satkhira alignment preferred.
		or Nabharan to Satkhira ...			26	18·41	
Chandrakona Road-Ghatal railway.	B. N. ...	Chandrakona Road to Ghatal.	Not ...	2′ 6″	...	...	(*a*)
Chittagong-Maungdaw-Akyab railway.	A. B. ...	(i) Chittagong to Maungdaw	Not ...	3′ 3⅜″	133	...	Reconnoitred in 1914-15. Survey sanctioned. See "Indo-Burma connection Railway."
		(ii) Maungdaw to Akyab...			77	...	
Contai Road-Contai railway	B. N. ...	Contai Road to Contai ...	Surveyed in 1913.	2′ 6″	34	(*b*)12·78	(*a*)
			Surveyed in 1916.	5′ 6″	34	26·33	
Dacca District railways ...	E. B. ...	(See under "Mymensingh and Dacca districts railways.")	...	...	...	...	
Eklakhi-Bonarpara railway	E. B. ...	Eklakhi to Bonarpara ...	Not ...	3′ 3⅜″	95	105·92	(*a*) Reconnoitred in 1915.
Faridpur-Bhanga railway ...	E. B. ...	Faridpur to Bhanga ...	Surveyed in 1913-14.	5′ 6″	20	26·01	Estimate revised in 1918.
Ghum-Simana Bustee railway	D. H. ...	Ghum to Simana Bustee ...	Not ...	2′ 0″	10	...	New project. Reconnaissance sanctioned.
Golakgunge-Kumargram railway.	...	(See under Assam) ...	...	...	...	...	
Goalundo-Narayanganj extension railway.	E. B. ...	Lakhee Khal Hat (opposite Faridpur) to Munshiganj	Surveyed in 1898.	3′ 3⅜″	40	58·47	
Hajiganj-Shatnal branch railway.	A. B. ...	Hajiganj to Shatnal ...	Surveyed in 1899.	3′ 3⅜″	24	32·81	
Hooghly Bridge connection railway.	E. I. and E. B.	(i) Bridge over the river Hooghly at Bally and approaches (double track).	Surveyed in 1913-14.	5′ 6″	8	112·62	
		(ii) Eastern Bengal railway low level northern connection with Hooghly Bridge (single track).		5′ 6″	2	6·86	
Ishurdi-Pabna-Sadhuganj railway	E. B. ...	Ishurdi to Sadhuganj *vid* Pabna.					
		(1) Direct alignment ...	Surveyed in 1916.	5′ 6″	45	42·99	(*a*)
		(2) Alternative ...		5′ 6″	44	42·67	
				2′ 6″	44	32·00	
Jamalpur-Bakshiganj-Nalitabari railway.	E. B. ...	Jamalpur to Bakshiganj with an extension to Nalitabari.	Surveyed in 1916.	3′ 3⅜″	38	31·69	(*a*)
Jessore-Faridpur Chord railway.	E. B. ...	Jessore to Faridpur ...	Not ...	5′ 6″	58	71·28	Reconnoitred in 1917.
		(i) *Vid* Magura ...			58	77·75	
		(ii) ,, Boalmari ...					
Jessore-Jhenida railway extensions.	J. J. ...	(i) Jhenida to Kaliganga	Not ...	2′ 6″	26	19·29	(*a*) Reconnoitred in 1914.
		(ii) Jhenida to Madhumati *vid* Magura.		2′ 6″	34	23·02	
		(iii) Jessore to Bagmara *vid* Narail.		2′ 6″	60	65·85	
Kalimpong Road—Gangtok railway.	...	See under "Sikkim" ...	...	...	...	...	
Kandi branch railway ...	E. I. ...	Nerole to Kandi ...	Not ...	2′ 6″	15	12·86	(*a*) Preliminary survey made. Alternative to Sainthia Khagraghat railway.
Kasta Collieries railway ...	E. I. ...	From a point on the Ondal Sainthia section of the E. I. Ry. to the Kasta Collieries.	Not ...	5′ 6″	18	1·60	Now project Survey sanctioned.
Kholapota-Baduria Branch of Barasat Basirhat railway.	B. B. & C. I. Ry.	Kholapota to Baduria ...	Surveyed in 1918.	2′ 6″	4	(*b*) 1·60	
Khoolna-Dum Dum Chord railway.	E. B. ...	Khoolna to Dum Dum ...	Not ...	5′ 6″	80	...	Reconnaissance sanctioned.
Krishnagar-Jalangi railway	E. B. ...	Krishnagar to Jalangi ...	Surveyed in 1905.	2′ 6″	55	25·53	(*a*) Estimates revised in 1915.
			Reconnoitred in 1915.	5′ 6″	57	50·00	
Kurigram-Ulipur-Chilmari railway.	...	Kurigram to Ulipur ... and	Surveyed in 1912-13.	3′ 3⅜″	21	11·76	(*a*) Concession granted.
		Ulipur to Chilmari ...					
Magra Hat-Kakdwip railway	E. B. ...	Magra-Hat to Kakdwip ...	Not ...	5′ 6″	29	27·95	Survey on 5′ 6″ gauge sanctioned.
				2′ 6″		20·18	
Magra-Hat-Kulpi-Kharee railway.	E. B. ...	Magra-Hat to Kulpi *vid* Bistupur with a branch from Bistupur to Kharee.	Surveyed in 1916.	5′ 6″	29	32·99	(*a*)
				2′ 6″		19·99	

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
(*b*) Estimate includes flotation charges and interest during construction.

APPENDIX 11—*contd.*

Railways and tramways projected up to the 31st March 1919.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BENGAL—*contd.*							
Midnapore District Feeder railway.	B. N. ...	See remarks	Not ...	...	...	...	(*a*) Traffic and reconnaisance surveys of the area included between the Howrah Khargpur and Khargpur-Vishnupur section of the Bengal-Nagpur Railway and alignment of the Vishnupur Howrah Chord sanctioned with a view to the framing of proposals for a system of feeder lines for the development of this area.
Mymensingh and Dacca Districts railways.	E. B. ...	Mymensingh to Tangail with extensions to Elashin					
		(i) Northern route *vid* Nandanpur.			67	66·38	
		(ii) Northern route *vid* Gangaér.	Surveyed in 1913-14.	3′ 3½″	63	62·57	
		(iii) Southern route *vid* Kalihati and Elenga.			61	60·50	
		(iv) Southern route *vid* Bala.			59	60·25	
		Tangail to Singhjani ...			47	37·88	
		Tangail to Bausi ...			41	34·88	
		Tangail to Sarisabari ...			32	30·66	
		Tangail to Aricha ...	Not ...	3′ 3½″	41	92·21	Reconnoitred in 1915.
		Dacca to Aricha ...			46	88·21	
		Singhjani to Deopara ...			39	32·98	
		Aricha to Munshiganj with branches to Rajbari, etc.	Not ...	2′ 6″	100	104·97	(*a*) Reconnoitred in 1916.
		Tangi to Singhjani (Jamalpur *vid* Tangail :—					
		(*i*) Tangi to Tangail	Surveyed in 1917-18.	3′ 3½″	42	46·61	(*a*)
		(*ii*) Tangail to Singhjani			47	42·55	
Mymensing-Phulpur-Haloo-aghat railway.	E. B. ...	Mymensingh to Phulpur with an extension to Haloo-aghat.	...	3′ 3½″	...	...	(*a*) Surveyed in connection with "Jamalpur-Bakshi-ganj-Nalitabari railway."
Nabharn-Satkhira railway	...	(See under "Bougong-Satkhira railway.")	...	...	...	...	
Nachoul-Rampur Boalia-Gopalpur railway.	E. B. ...	Nachoul to Gopalpur,	Surveyed in 1913.	5′ 6″	57	83·98	Alternative to Nattore-Godagari railway. Cost includes conversion to 5′ 6″ gauge of Nachoul-Godagari metre gauge section.
		or alternative to Abdalpur	Surveyed in 1914.	5′ 6″	51	77·31	
Nattore-Rampur Boalia Godagari railway.	E. B. ...	Nattore to Godagari, *vid* Rampur Boalia.	Surveyed in 1910-1911.	5′ 6″	41	58·27	
Netrakona-Mohunganj railway.	M. B. R.	Netrakona to Mohunganj	Surveyed in 1916.	3′ 3½′	17	(*b*)14·59	(*a*)
Nuxulbari-Panighatta ry.	D. H. E....	Nuxulbari to Panighatta	Not ...	2′ 0″	10	2·64	(*a*) Reconnoitred in 1915.
Panschura-Tamluk railway	B. N. ...	Panschura to Tamluk ...	Not ...	2′ 0″	14	...	(*a*)
Parbatipur Bonarpara Ry.	E. B. ...	Parbatipur to Bonarpara ...	Not ...	3′ 3½″	50	...	New project. Survey sanctioned.
Patgram-Mathabhanga railway.	B. D. ...	Patgram to Mathabhanga...	Not ...	3′ 3½″	12	...	Survey sanctioned.
Patgram-Mekliganj railway	B. D. ...	Patgram to Mekliganj ...			7	...	
Phulbari-Sumjhia branch railway.	E. B. ...	Phulbari to Sumjhia ...	Surveyed in 1895-1896.	3′ 3½″	13	4·42	
Purnea and Dinajpur Districts railways.	...	(See under Bihar and Orissa.)	...	...	...	...	
Raiganj-Eklakhi railway ...	E. B. ...	Raiganj to Eklakhi ...	Not ...	3′ 3½″	32	23·35	Reconnoitred in 1917. Further traffic reconnaissance sanctioned.
Rajapur-Srimuddi railway...	A. B. ...	Rajapur to Srimuddi *vid* Ramchandrapur.	Not ...	3′ 3½	31	26·58	Reconnoitred in 1917. Survey up to Ramchandrapur sanctioned.
Sainthia-Bhairamara railway	E. I. ...	(i) Sainthia to Bhairamara *via* Berhampore,			91	115·89	
		or (ii) Sainthia to Bhairamara *via* Kandi,	Not ...	5′ 6″	88	120·56	Reconnoitred in 1917.
		or (iii) Sainthia to Halsa *vid* Kandi.			87	118·62	
Sainthia-Khagraghat railway.	E. I. ...	Sainthia to Khagraghat ...	Not ...	2′ 6″	...	...	(*a*)
Sainthia-Naya Dumka railway.	E. I. ...	Sainthia to Naya Dumka ...	Surveyed in 1915-16	2′ 6″	41	31·99	(*a*)
Santahar-Malda railway ...	E. B. ...	Santahar to Malda ...	Surveyed in 1910-12.	3′ 3½″	54	53·35	(*a*)
Santahar-Dinajpur railway.	E. B. ...	Santahar to Dinajpur ...	Not ...	5′ 6″	60	...	Reconnaissance sanctioned.
Sirajganj-Bogra railway ...	E. B. ...	Sirajganj to Bogra ...	Not ...	5′ 6″ / 3′ 3½″	86	...	(*a*) Survey sanctioned.
Sirajganj-Mymensingh railway.	S. S. ...	Sirajganj to Mymensingh	Not ...	...	...	...	Survey of left bank of the Jamuna opposite Sirajganj sanctioned.
South Karanpura Coal field railway.	...	See under "Bokharo and Ramgarh coal field railway" in Bihar and Orissa.		5′ 6″	40	...	

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
(*b*) Estimate includes flotation charges and interest during construction.

APPENDIX 11—*contd.*

Railways and trwamays projected up to the 31st March 1919.

Name of projects. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
BENGAL—*concld.*					Miles.	Lakhs of rupees.	
Tangi-Tangail Singhjani (Jamalpur) railway.	E. B. ...	See "Mymensingh and Dacca Districts railways."	...	...	...	...	
Udairampur Raipur railway	K. F. ...	Udairampur to Raipur ...	Not ...	2′ 6″	9	...	New project. Reconnaissance sanctioned.
Vishnupur-Calcutta chord railway.	B. N. ...	Vishnupur to Calcutta ...	Surveyed in 1913-14.	5′ 6″	76	181·09	
BIHAR AND ORISSA.							
Bariarpur-Jamoocee railway	E. I. ...	(*i*) Bariarpur to Gaighat and	Not ...	5′ 6″ / 2′ 6″	18	12·04 / 9·47	Reconnoitred in 1915.
		(ii) Gaighat to Jamoocee ...		5′ 6″ / 2′ 6″	18	13·64 / 8·81	
Barsoi-Harischandrapur railway.	...	(See under Bengal) ...	...	...	...	...	
Bausi-Baidyanath railway ...	E. I. ...	Bausi to Baidyanath ...	Surveyed in 1899.	5′ 6″	44	32·35	
Bechupur-Ramgarh-Bokharo Coalfield railway.	O. & R. ...	Bechupur (Moghal Sarai) to Leiyo.	Surveyed in 1910.	5′ 6″	269	361·64	
Bhadrak-Chandballi railway	B. N. ...	Bhadrak to Chandballi ...	Surveyed in 1915.	5′ 6″	29	25·55	
Bhagalpur-Nalhati (or Ahmadpur) railway.	E. I. ...	Bhagalpur to Nalhati ... or Bhagalpur to Ahmadpur ...	Surveyed in 1895-1896.	5′ 6″	...	...	Bhagalpur to Bausi opened on 1st October 1911.
Bhojudih-Daltonganj railway	B. N. ...	Bhojudih to Daltonganj ...	Surveyed in 1889-1890 and 1897-1898.	5′ 6″	171	168·00	
Bokharo and Ramgarh Coalfield railway.	B. N. ...	(i) Mohuda to a point on the left bank of the Chootya Nala.	Surveyed in 1908-1909.	5′ 6″	42	50·02	Section from Mohuda to Bermo (flag station) 22 miles opened.
		(ii) Leiyo to South Karanpura coalfield.	Not ...	5′ 6″	40	...	Survey sanctioned.
Chakardharpur-Jaintgarh railway.	B. N. ...	Chakardharpur to Jaintgarh *vid* Chaibasa.	Surveyed in 1916.	2′ 6″	56	26·80	(*a*)
Dinajpur and Purnea Districts railways.		See under "Purnea and Dinajpur District railways"	...	...	...	...	
Gorakhpur and Champaran Districts railways.	...	(See under United Provinces)	...	...	...	...	
Gya-Makbalpur-Jehanabad railway.	E. I. ...	Gya to Jehanabad *vid* Makbalpur with a branch from Man to Daudnagar.	Not ...	2′ 6″	61 / 26	...	(*a*)
Gya-Sherghatty railway ...	E. I. ...	Gya to Sherghatty ...	Surveyed in 1912.	5′ 6″	22	(*b*)12·80	(*a*)
Hazaribagh Road-Hazaribagh railway.	E. I. ...	Hazaribagh Road to Hazaribagh.	Surveyed in 1914.	2′ 6″	41	14·58	(*a*)
Isri-Parasnath railway ...	E. I. ...	Isri to Madhuban ...	Not ...	2′ 6″	12	3·77	Reconnoitred.
Jagatpur-Kendrapara railway.	B. N. ...	Jagatpur to Kendrapara ...	Surveyed in 1917.	2′ 6″	33	15·53	(*a*)
Kasta collieries railway ...	...	(See under Bengal) ...	...	...	...	...	
Kolhan and Keonjhur railway.	B. N. ...	(*i*) Amda *vid* Chaibasa to a point to be selected in the neighbourhood of Jamda to serve the iron ore deposits in the Kolhan estate with a branch in Jaintgarh.	Not ...	5′ 6″	70	...	New project. Survey sanctioned. Earth work sanctioned on a part of the line as a measure of famine relief.
		(*ii*) Best alignment to serve the iron ore deposits to the south of Jamda, with the town of Keonjhur as a final objective.	Not ...	5′ 6″	...	...	Reconnaissance sanctioned.
Laheriasarai Singhia Shakarpura extension.	B. and N. W.	Laheriasarai to Shakarpura.	Not ...	3′ 3¾″	...	...	
Lohardaga extension railway.	B. N. ...	Lohardaga to Venkatnagar.	Not	5′ 6″	232	308·73	Reconnoitred in 1915.
		With a branch from Patua to Donganara.	Not	5′ 6″	103	173·13	
Lohardaga-Netarhaut railway.	B. N. ...	Lohardaga to Netarhaut ...	Surveyed in 1917-18.	2′ 6″	33	16·39	
Lohardaga-Palkote extension railway.	B. N. ...	Lohardaga to Palkote ...	Not ...	2′ 6″	45	...	
Muzaffarpur-Darbhanga chord railway.	B. & N. W.	Muzaffarpur to Darbhanga	Surveyed in 1906-1907.	3′ 3¾″	38	32·70	
Purnea and Dinajpur Districts railways.	E. B. ...	(*i*) Kasba to Kissengunge with branch from Kutti to Sikti.	Not ...	3′ 3¾″	36 / 44	31·69 / 30·97	Reconnaissance made in 1914.
		(*ii*) Arariya to Thakurgunge with branch from Joki to Sikti.			49 / 22	39·05 / 14·00	
		(*iii*) Arariya to Sikti and Garbandanga.			44	35·89	

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
(*b*) Cost on 2′ 6″ gauge excluding land is Rs. 10·39 lakhs.

APPENDIX 11—*contd.*

Railways and tramways projected up to the 31st March 1919.

Name of projects. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BIHAR & ORISSA— *concld.*							
D. H. ...		(*iv*) Thakurgunge to Sikti	Surveyed in 1915.	3′ 3¾″ 2′ 0″	49 49	36·90 27·80	(*a*) In substitution of Kutti-Sikti and (*ii*) and (*iii*).
E. B. ...		(*v*) Raiganj to Titalia and to Siliguri.	Not ...	3′ 3¾″	79	44·06	Reconnoitred in 1914.
D. H. ...		Thakurganj to Bahadarganj and *vid* Joki Hat and Arariya to Itahura (near Arariya Road).			54	24·30	
		Itahura to Kamalpur and Kursela.			58	21·30	
		Branches—					
		(*i*) Bahadarganj North to Gardhandanga.	Not ...	2′ 0″	16	5·60	Reconnoitred.
		(*ii*) Joki Hat to Kauri (Sikti).			22	8·80	
		(*iii*) Chahatpur to Kalpin Bebeganj (Phulbari on map).			11	3·85	
		(*iv*) Pothimar Jagir to Kissenganj.			13	5·55	
		Alternatives to the above—					
		(*i*) Kursela to Kasba *vid* Sarsi.			49	21·40	
		(*ii*) Kasba to Kissenganj			36	18·00	
		(*iii*) Branch to Bahadarganj Tulsia to near Garbandhanga.	Not ...	2′ 0″	24	8·40	Reconnoitred.
		(*iv*) Branch from near Kasbir Amur to Kuari.			33	13·20	
		(*v*) Aluabari (Islampur) to Dinajpur *via* Lahari and Nischintipur.			56	19·60	
	D. H. Extension.	Islampur to Siliguri *via* Titalia.		3′ 3¾″	36	...	Detailed survey sanctioned.
		Titalia or Ramgunje to Jalpaiguri.	Not ...	3′ 2¾″	22	...	†For converting the line from 2 feet to metre gauge.
		Kissengunge to Islampur.†		3′ 3¾″	18	...	
		Islampur to Dinajpur *vid* Lahoree Hat with a branch from Lahoree Hat to Haldibari.		2′ 0″	89	...	Reconnaissance sanctioned.
Jasidih-Naya Dumka railway.	...	(See under Bengal) ...	...	...	...	...	
Sambalpur-Khurda railway	B. N. ...	Sambalpur to Khurda ...	Surveyed in 1891-1892.	5′ 6″	190	237·00	
Sointilla-Sonpur branch railway.	B. N. ...	Sointilla to Sonpur ...	Surveyed in 1897-1898.	5′ 6″	48	30·62	To connect Raipur-Vizianagram with Sambalpur Khurda.
South Karanpura Coalfield railway.	...	See under "Bokharo and Ramgarh Coalfield Railway."	...	...	...	...	
Tewaraha-Sitamarhi branch railway.	B. & N. W.	Tewaraha to Sitamarhi ...	Surveyed in 1906-1907.	3′ 3¾″	30	16·53	Tewaraha is at mile 19 on projected Muzaffarpur-Darbhanga chord railway.
Thakurgaon-Purnea railway	E. B. ...	Thakurgaon to Purnea ...	Not ...	3′ 3¾″	...	...	
Tilothoo-Sassaram railway	E. I. ...	Tilothoo to Sassaram ...	Not ...	2′ 6″	12	...	(*a*)
Vyas Sarovar-Jajpur railway	B. N. ...	Vyas Sarovar to Jajpur ...	Not ...	2′ 6″	17	...	
BOMBAY.							
Ambaji-Taranga railway ...	B. B. & C. I.	From Varetha to Saukar Mauli Ambaji.	Surveyed in 1910-12.	2′ 6″	32	22·20	Construction of the first 18 miles to Samia by a private Company sanctioned in 1911. Estimated cost revised in 1914.
Ahmadnagar and Nasik District railway.	G. I. P. ...	(i) Nasik city to Belapur.		2′ 6″ 3′ 3¾″ 5′ 6″	77	41·95 49·41 45·85	(*a*) Reconnoitred in 1916.
		With a branch from Wavee to Sangamner.	Not ...	2′ 6″ 3′ 3¾″ 5′ 6″	17	8·63 9·98 9·26*	
		(ii) Belapur to Sheogaon.		2′ 6″ 3′ 3¾″ 5′ 6″	45	21·29 26·14 26·01	Earthwork sanctioned as a measure of famine relief.
Andheri Tramway ...	B. B. &C.I.	Andheri to Vesava ...	Surveyed	3′ 3¾″	3	1·11	

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
*With second hand bridge and permanent-way materials.

APPENDIX 11—*contd.*

Railways and tramways projected up to the 31st March 1919.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BOMBAY—*contd.*							
Bagalkot-Hungund branch railway.	M. & S. M.	Bagalkot to Hungund ...	Surveyed in 1900.	3′ 3½″	31	24·42	
Baramati-Baura railway ...	...	(See under Dhond-Baramati extensions.)	...	...	...	...	
Bassein-Agashi-Virar railway	B. B. & C. I.	Bassein Road Station through Bassein Town and Agashi to Virar, with a branch to Bassein Bundar or alternatively from Bassein Road Station through Bassein Town to Virar with branches to Bassein Bundar and Agashi.	Surveyed in 1916.	2′ 6″	17 16	8·69 8·15	(*a*)
Belgaum-Saundatti-Hubli railway.	M. & S. M.	Belgaum to Hubli, *vid* Saundatti and Alagwadi or *vid* Saundatti and Nargund.	Surveyed in 1913-14.	3′ 3½″	87 91	50·12 52·81	
Bijapur-Talikote railway ...	M & S. M.	Bijapur to Talikote *vid* Hipparji *or alternative vid* Begavadi.	Not ...	3′ 3½″	60 46	27·00 21·00	(*a*)
Bombay-Sind Connection railway.	B. B. & C.I. & N. W.	Viramgam or other points on Bombay, Baroda and Central India Railway to a point on North Western or Jodhpur-Bikaner Railway.	Not ...	5′ 6″	...	...	
Bulsar-Vahial railway ...	B. B. & C. I.	Bulsar to Vahial *vid* Dharmpur.	Surveyed in 1912-14.	2′ 6″	24	9·50	(*a*)
Chinchli-(Kudchi)-Bagalkot railway.	M. & S. M.	Chinchli or Kudchi to Bagalkot, *vid* Jamkhandi.	Surveyed in 1911-12.	3′ 3½″	75	49·73*	52 miles will be in Indian States.
Chinchwad-Narayangaon railway.	G. I. P. ...	Chinchwad to Narayangaon	Not ...	5′ 6″	38	...	New project. Alternative to Talegaon-Manchur Railway,
Chota Udaipur-Kuksi railway	B. B. & C.I.	Chota Udaipur to Kuksi ...	Not ...	2′ 6″	57	22·23	Reconnoitred in 1906 as part of Bodeli-Barwaha railway.
Dabhoi-Timba railway ...	G. D. ...	Dabhoi to Timba, *vid* Waghodia, Jarod, Samlaya and Savli with a branch to Baroda from Waghodia.	Surveyed	2′ 6″	63	23·86	Proposed by Baroda Durbar. The Dabhoi-Jarod-Samlaya-Savli-Timba section is under construction.
Dassalwada-Bahiel railway	N. K. ...	Dassalwada (on Nadiad-Kapadvanj railway) to Bahiel *vid* Atersumba.	Not ...	2′ 6″	12	...	Question of constructing a railway from some other point on Nadiad-Kapadvanj railway to Ahmedabad or Narode under consideration.
Dhrangadhra State railway extension.	...	Halwad to Malia ...	Surveyed in 1902.	3′ 3½″	25	...	
Deesa-Tharad railway ...	B. B. & C. I	Deesa to Tharad with branches. (*i*) Diodar to Radhanpur ... (*ii*) Abasana to Suigam ...	Surveyed in 1900.	3′ 3½″	101	28·66	(*a*) Extension of Palanpur-Deesa railway, Deesa-Diodar Section (28 miles) costs 7·98 lakhs and Diodar-Tharad Section (33 miles) costs 9·44 lakhs.
Dhandhuka-Botad extension railway.	B.B. & C. I. & B.N.G.	Dhandhuka to Botad *vid* Bhimnath or Dhandhuka to Botad *vid* Sundariana.	Surveyed in 1914.	3′ 3½″	29 25	12·18 10·53	Earthwork sanctioned as a measure of famine relief.
Dhond-Baramat Extensions railway.	G. I. P. ...	Baramati to Baura ...	Not ...	2′ 6″	32	...	(*a*) Survey sanctioned.
Dhulia-Amalner branch railway.	G. I. P. ...	Dhulia to Amalner ...	Surveyed in 1892-1893	5′ 6″	20	20·00	
Gadag-Yalvigi railway ...	M. & S. M.	Gadag to Yalvigi ...	Surveyed in 1905-1906.	3′ 3½″	34	18·75	
Harij-Khakhal railway ...	G. Mehsana	Harij to Khakhal ...	Not ...	3′ 3½″	...	...	Proposed by Baroda Durbar.
Haveri-Havanur ...	M. & S. M	Haveri to Havanur ...	Not ...	3′ 3½″ 2′ 6″	22	...	Survey sanctioned.
Harij-Radhanpur railway ...	G. Mehsana	Harij to Sami and Sami to Radhanpur ...	Not ...	3′ 3½″ 5′ 6″	...	...	Proposed by Baroda Durbar.
Hubli-Sirsi railway ...	M. & S. M.	Hubli to Sirsi *via* Kalghatgi and Mundgad	Not ...	3′ 3½″ 2′ 6″	63	...	(*a*) Reconnaissance sanctioned.
Indore-Dohad railway ...	...	(See under Central India)...	...	...	...	...	
Jamnagar-Dwarka extension railway.	J. N. ...	Jamnagar to Dwarka, *vid* Khambalia, with Khambalia-Salaya branch.	Surveyed in 1911.	3′ 3½″	86 9	... ...	Proposed by Navanagar Durbar. The line lies partly in Navanagar State and partly in Baroda.
	G. P. ...	(*i*) Porbandar to Kurunga (*ii*) Khambalia to Wadala or Jamjodhpur.	Not ...	3′ 3½″	...	...	The portion in Navanagar State is 75 miles in length and is estimated to cost 40·88 lakhs. Resurvey sanctioned. The portion in Baroda has been sanctioned for construction. Reconnaissance of (i) and (ii) sanctioned.

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
*Includes cost of junction arrangements.

APPENDIX 11—*contd.*

Railways and tramways projected up to the 31st March 1919.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
BOMBAY—*contd.*					Miles.	Lakhs of rupees.	
Jamwala-Velan railway ...	J. N. D.	Jamwala to Velan *vid* Kodinar.	Not ...	3′ 3⅜″	...	...	Proposed by Baroda Durbar. Survey sanctioned.
Jeur (or Poplaj)-Kharda railway.	G. I. P. ...	Jeur (or Poplaj) to Kharda	Not ...	2′ 6″	40	...	(*a*)
Junagad railways ...	J. N. D....	(*i*) Talala to Visvadar *vid* Sasan.					
		(*ii*) Una to Timbi ...	Not ...	3′ 3⅜″	...	...	Proposed by Junagad Durbar. Survey sanctioned.
		(*iii*) Una to Naval Bandar					
Kalol-Viramgam railway ...	B.B. & C.I.	Kalol to Viramgam ...	Not ...	3′ 3⅜″	29	...	Proposed by Baroda Durbar, but abandoned for the present.
Kalyan-Belapur-Panvel-Karjat Light railway.	G. I. P. ...	(*i*) Kalyan to Karjat, *vid* Taloja and Chowk.	Surveyed in 1907-1908.	2′ 0″	40	15·22	(*a*)
				2′ 6″		16·17	
		with					
		Taloja-Sarsola branch, *vid* Belapur.		2′ 0″	9	2·57	
				2′ 6″		2·79	
		Chowk to Nagothna extension.	Not ...	2′ 0″	37	12·33	Reconnoitred in 1907-08.
				2′ 6″			
		(*ii*) Diva station to Panvel with branch from Taloja to Belapur.	Surveyed in 1915-16.	2′ 6″	21	20·20	(*a*) Preferred to (*i*).
				5′ 6″		19·47*	
Kapadvanj-Modassa railway	N. K. ...	Kapadvanj to Modassa *vid* Baad.	Surveyed in 1912-1913.	2′ 6″	40	14·74	(*a*) Concession granted.
Karad-Chiplun-Ulva railway	M. & S. M.	Karad to Ulva *vid* Chiplun	Not ...	3′ 3⅜″	202	...	Survey sanctioned in 1919.
Khadro-Pritamabad extension.	M. K. K.	Khadro to Pritamabad ...	Surveyed in 1915.	3′ 3⅜″	5	1·17	(*a*) Postponed indefinitely.
Khijadia-Dhari railway extension.	K. D. ...	Dhari to Visvadar ...	Not ...	3′ 3⅜″	...	...	Proposed by Baroda Durbar. Survey sanctioned.
Koregaon-Satara railway ...	M. & S.M.	Koregaon to Satara ...	Surveyed in 1911 and again in 1917.	3′ 3⅜″	12	9·41	
Kunkavao-Bigasara railway	G. P. ...	Kunkavao to Bigasara ...	Not ...	...	...	...	New project poposed by Gondal Durbar.
Kurla-Trombay railway ...	G. I. P. ...	Kurla to Trombay ...	Surveyed in 1907-1908.	5′ 6″*	5	6·07	Project deferred for the present.
Lower Sind branches ...	N. W. ...	(*i*) Badin to Jungshahi ...		–	70	7·42	
		(*ii*) Tando Muhammad Khan to Mirpur Buttora.	Surveyed in 1902.	5′ 6″	33	17·19	
Lunavada-Sunth Rampur railway.	G. L. ...	Lunavada to Sunth Rampur.	Surveyed in 1913.	2′ 6″	22	8·87	(*a*) Concession granted.
Manmad Malegaon railway	G. I. P. ...	Manmad to Malegaon with an extension to Satana.	Surveyed in 1913.	2′ 6″	21	13·20	(*a*)
Meghraj Dungarpur railway	...	(See under Rajputana) ...	...	...	...	...	
Modassa-Dungarpur railway							
Modassa-Meghraj railway...	N. K. ...	Modassa to Meghraj ...	Surveyed in 1916.	2′ 6″	15	5·23	(*a*)
Moha (Mahuva)-Bardoli railway.	B.B. & C.I	Moha (Mohuva) to Bardoli	Not ...	2′ 6″	...	...	Proposed by Baroda Durbar.
Mumbra-Panvel-Belapur railway.	...	(See under "Kalyan-Belapur-Panvel-Karjat Light railway.")	...	...	...	...	
Nadiad-Kaira railway ...	B. B. & C. I.	Nadiad to Kaira, *vid* Piej, Vasu and Matar.	Surveyed in 1913-14.	2′ 6″	17	8·05	(*a*) Portion from Vasu to Piej constructed. Earthwork sanctioned as a measure of famine relief.
Nevasa-Nasik railway ...	...	(See "Ahmednagar and Nasik District railway.")	...	...	...	...	
Nipani branch railway ...	M. & S. M.	(*i*) Chinchli route ...	Surveyed in 1912-13.	3′ 3⅜″	35	22·96	(*a*)
		(*ii*) Raibag route ...			32	22·09	
		(*iii*) Shirol Road route ...	Do.		35	25·71	
		(*iv*) Raibag (direct) route...	Reconnoitred in 1915.	3′ 3⅜″	31	20·12	
Pandharpur-Lonand railway	B. L. ...	Pandharpur to Lonand ...	Surveyed in 1917.	2′ 6″	83	59·57	Concession to Barsi Light railway granted.
Pandharpur-Miraj extension railway.	B. L. ...	Pandharpur town to Miraj	Surveyed in 1908.	2′ 6″	83	...	Concession to Barsi Light railway granted. Resurvey sanctioned.
Parola-Sukheda railway ...	G. I. P. ...	Parola to Sukheda *vid* Amalner.	Not ...	5′ 6″	28	...	(*a*)
Patanwala Branch of Gondal Porbandar railway.	G. P. ...	Jam Jodhpur to Patanwal...	Not ...	...	...	...	Proposed by Gondal Durbar.
Pimpri-Jamkhed railway ...	G. I. P. ...	Pimpri to Jamkhed and on to Kharda.	Not ...	2′ 6″	60	...	(*a*) Alternative to Jeur (Poplaj) Kharda railway.
Secunderabad-Gadag railway	...	(See under Hyderabad) ...	...	...	...	...	
Songhad-Vajpur railway ...	T. V. ...	Songhad to Vajpur ...	Not ...	2′ 6″	...	...	Proposed by Baroda Durbar.
Talegaon Manchar railway	G. I. P. ...	(*i*) Talegaon to Khed ...	Surveyed in 1912, resurveyed in 1913.	2′ 6″	22	17·58	(*a*)
		(*ii*) Khed to Manchar ...	Not ...	...	8	...	

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
* With second-hand permanent-way materials.

APPENDIX 11—*contd.*

Railways and tramways projected up to the 31st March 1919.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
BOMBAY—*contd.*					Miles.	Lakhs of rupees.	
Thasra-Virpur railway ...	B. B. & C. I.	Thasra to Virpur *vid* Bilasinor.	Surveyed in 1913-14.	2′ 6″	34	12·99	(*a*)
Vambori-Sheogaon railway	G. I. P. ...	Vambori to Sheogaon ...	Surveyed in 1914.	2′ 6″	42	19·81	(*a*)
Vasad-Katana railway ...	B. B. & C. I.	Vasad to Katana *vid* Anklao Borsad, Bochasan, Virsad and Ras.	Surveyed in 1917.	5′ 6″	26	19·09	Proposed by the Government of Bombay.
Veraval-Sasan tramway ...	J. U. ...	Veraval to Sasan ...	Not ...	3′ 3¾″	26	...	Proposed by Junagad Durbar.
Vijapur-Chhara railway ...	B. B. & C. I.	Vijapur to Chhara ...	Not ...	3′ 3¾″	...	...	Proposed by Baroda Durbar as extension of their Kalol-Vijapur railway.
Viramgam-Radhanpur railway.	B. B. & C. I	Viramgam to Sami ... and Sami to Radhanpur ...	Surveyed in 1907-09.	5′ 6″	45 15	59·40 43·64	(*a*) Estimates revised in 1917.
BURMA.							
Alon-Saingbyin railway	B. ...	Alon to Saingbyin *vid* Budalin.	Surveyed in 1911.	3′ 3¾″	28	11·68	(*a*)
Aungban-Heho railway ...	B. ...	Aungban to Heho ...	Surveyed in 1910.	3′ 3¾″	18	16·27	Estimate revised in 1915. This is an extension of the Southern Shan States railway.
Bhamo-Momein (Tengyueh) railway.	B. ...	Bhamo to Momein ...	Not ...	2′ 6″	122	127·52	Reconnoitred in 1905-06.
Indo-Burma connection railway.	A. B. & B. ...	(*i*) Chittagong-Akyab-Minbla. (Aeng Pass route.)	Surveyed in 1894-1895.	3′ 3¾″	450	700·00	(*i*) Survey of Chittagong Akyab section sanctioned.
		(*ii*) Lumding-Manipur-Tammu-Yuwo-Kyathin (Manipur route.)			385	650·00	
		(*iii*) Makum to Mogaung ... (Hukong valley route.)			284	383·00	Survey of Patkai Range sanctioned with a view to ascertaining the best pass through the range for the Hukong valley railway.
		(*iv*) Chittagong-Taungup-Prome.	Surveyed in 1908-1909.		490	841·94	
		(*v*) Chittagong-Pyinmana...	Surveyed in 1914-15.	3′ 3¾″	598	923·08	(*a*) Including 132 miles of ferry. Reconnoitred in 1914-15.
Kyangin-Petye railway ...	B. ...	Kyangin to Petye ...	Surveyed in 1908. Resurveyed in 1916.	3′ 3¾″	8	4·79 2·77*	
Lower Burma railways ...	B. ...	(*i*) Ye to Tavoy and to steamer anchorage.	Not ...	3′ 3¾″	125	72·03	Reconnoitred in 1912.
		(*ii*) Tavoy to Amya, *vid* Myitta.			137	72·03	
		(*iii*) Moulmein to Three Pagodas.			108	59·02	
		(*iv*) Ye to Three Pagodas...			54	38·51	
		(*v*) Moulmein to Amherst			56	21·98	Reconnoitred in 1913.
		(*vi*) Moulmein to Chaungwabyin.			235	93·91	
		(*vii*) Chaungwabyin to Mergui		2′ 6″	161	64·46	
		(*viii*) Mergui to Karathuri			139	111·81	
		(*ix*) Karathuri to Victoria point.			89	47·54	
Madouk-Nyaunglebin-Pado railway.	B. ...	Madouk to Nyaunglebin ... and Nyaunglebin to Pado ...	Surveyed in 1908-1910.	3′ 3¾″	10 13	5·40 6·27	(*a*)
Moulmein-Myawaddy railway	B. ...	Battery point, north of Moulmein, to Myawaddy.	Surveyed in 1907.	3′ 3¾″	78	100·19	
Moulmein-Ye railway ...	B. ...	Battery point, north of Moulmein, to Ye.	Surveyed in 1906.	3′ 3¾″	94	83·32	
Pegu-Syriam railway ...	B. ...	Pegu to Syriam ...	Surveyed in 1904-1905.	3′ 3¾″	67	53·30	
Pyinmana-Magwe railway...	B. ...	Pyiwin to Taungdwingyi... and Taungdwingyi to Myingin (near Magwe).	Surveyed in 1907-1908.	3′ 3¾″	69 51	49·74 40·95	Proposed in 1905 as a famine relief work. The Pyinmana-Minbyin section, 29 miles long, resurveyed in 1911, as a light line and estimated to cost Rs. 13·73 lakhs. Resurvey sanctioned.
Shwebo-Thabeitkyin railway	B. ...	Shwebo to Thabeitkyin *vid* Letkobin.	Surveyed in 1899.	3′ 3¾″	30	14·43	Projected to tap Kabwe collieries and ruby mine district. Collieries served by first section to Letkobin (23 miles). Cost 9·94 lakhs.
Shwebo-Yeu Light railway	B. ...	Shwebo to Yeu ...	Surveyed in 1907.	3′ 3¾″	22	...	Projected to serve country to be irrigated by Shwebo and Yeu canals.
Ta Hapalai-Nam Pai railway	B. ...	Ta Hapalai (on Lashio Branch) to Nam Pai (on Burma Mine Light railway).	Surveyed in 1910.	3′ 3¾″	26	17·63	Reconnaissance survey of the country between the Lashio Br. and Namtu sanctioned in 1918.

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
* Cost of the line if built alongside the road.

APPENDIX 11—*conta.*

Railways and tramways projected up to the 31st March 1919.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
CENTRAL INDIA.							
Barwaha-Bodeli Light railway.	B. B. & C. I.	Barwaha to Bodeli ...	Surveyed in 1906.	2′ 6″	163	61·15	Construction of Bodeli-Chota Udaipur section (24 miles) sanctioned, and of Chota-Udaipur-Kuksi section under consideration.
Godhra-Kuksi railway ...	B. B.& C. I	Godhra to Kuksi *via* Baria	Not ...	2′ 6″	97	...	New project proposed by Baria Durbar.
Bir-Bhopal railway ...	G. I. P. ...	Bir to Bhopal ...	Re-surveyed in 1912-13.	5′ 6″	107	276·78	Estimate is for double line without rolling-stock. Proposed as alternative to doubling the Itarsi-Bhopal section, shortening through mileage.
Chhatarpur-Rajgarh railway	G. I. P. ...	Chhatarpur to Rajgarh ...	Not ...	2′ 6″	24	...	Reconnaissance sanctioned.
Chhatarpur-Bijawar railway	G. I. P. ...	Chhatarpur to Bijawar ...	Not ...	2′ 6″	20	...	
Damoh-Amanganj railway ...	...	(See under C. P.) ...	...	...	...	...	
Garotha-Mau-Ranipur-Madaura-Tehri-Lalitpur Railways.	G. I. P. ...	(i) Mau-Ranipur north to Gursarai.	Not ...	2′ 6″	28	15·88	Reconnoitred.
		(ii) Mau-Ranipur south to Lalitpur *via* Mahroni.			84	40·44	
		(iii) Mahroni to Madaura Branch.			14	7·02	
		Alternatives. (iv) Mau-Ranipur north to Garotha.			25	13·56	
		(v) Mau-Ranipur south to Lalitpur *via* Banpur and Mahroni.			86	43·01	
Indore-Dhar railway ...	B. B. &C.I.	Indore to Dhar ...	Not ...	3′ 3½″	40	...	(*a*) Forms part of Indore-Dohad railway.
Indore-Dhulia railway ...	G. I. P. & B.B. & C.I.	Indore to Dhulia *vid* Mhow Manpur and Sendhwa.	Not ...	5′ 6″	163	...	Proposed by Indore Durbar in preference to Indore Dohad railway.
Indore-Dohad railway ...	B. B. C. I	Indore to Dohad or Anas...	Not ...	5′ 6″	120	...	Proposed by Indore Durbar.
Khandwa-Barwani railway	G. I. P. ...	Khandwa to Barwani ...	Not ...	2′ 6″	100	...	
Mirzapur-Maihar chord railway.	...	(See under United Provinces.)	...	...	...	...	(*a*)
Neemuch-Goona railway ...	G I. P. & B. B. & C. I.	Neemuch to Goona *vid* Pachpahar, Jhalarpatan and Arnia.	Not ...	2′ 6″	174	...	Proposed by Jhalwar Durbar. Pachpahar-Jhalarpatan-Arnia section is alternative to Kotah Durbar's Srichhatarpur-Jhalarpatan-Arnia section.
Nowgong-Chhatarpur railway	G. I. P. ...	Nowgong to Chhatarpur ...	Not ...	2′ 6″	17	...	Reconnaissance sanctioned.
Rewah-Sutna railway ...	E. I. ...	Rewah to Sutna ...	Re-surveyed in 1912.	2′ 6″	32	10·27	(*a*) Concession granted.
				5′ 6″		18·60	
CENTRAL PROVINCES.							
Akola-Akot-Hiwarkhed railway.	G. I. P. ...	Akola to Hiwarkhed *via* Akot and Argaon.	Not ...	5′ 6″	45	...	Reconnaissance sanctioned.
Akola-Basim railway ...	G. I. P. ...	Akola to Basim ...	Not ...	5′ 6″	60	...	
Amraoti-Sonnair railway ...	G. I. P. ...	Amraoti to Narkher, *vid* Morsi.	Surveyed in 1906-07.	5′ 6″	70	5·70	The Itarsi-Nagpur railway supersedes the section from Narkher to Sonnair.
Belharshah extension railway	...	(Se under Hyderabad)	...	...	...	...	
Bilaspur-Mungeli-Mandla railway.	B. N. ...	Bilaspur to Cheraidongri...	Surveyed in 1905-08.	2′ 6″	153	101·74	
Bir-Bhopal railway ...	...	(See under Central India.)	...	...	...	...	
Borkhedi-Hinganghat railway.	G. I. P. ...	Borkhedi to Hinganghat ...	Surveyed in 1906-07.	5′ 6″	26	20·91	Chord between the North-East line and the Wardha coal branch.
Damoh-Amangang railway	G. I. P. ...	Damoh to Amangang *via* Hatta.	Not ...	2′ 6″	60	29·26	Reconnoitred.
Dhamtari-Bastar-Salur railway.	B. N. ...	Dhamtari to Salur, *vid* Bastar, comprising—					Reconnaissance survey made in 1912. Detailed survey for a line from Drug *vid* Bastar and Jeypur to Kottavalasa sanctioned.
		(1) Dhamtari to Jagdalpur by (*a*) Western route ...	Not ...	2′ 6″	182	51·28	
		by (*b*) Central route ...			152	49·04	
		by (*c*) Eastern route *vid* Kondagaon.			145	45·35	
		by (*d*) Eastern route direct			137	43·30	
		(2) Jagdalpur to Jeypur ...			52	13·31	
		(3) Jeypur to Salur ...			117	73·41	
Ellichpur-Chandur railway	...	(See Murtazapur-Ellichpur railway extension).					
Khamgaon-Chickhli railway	G. I. P. ...	Khamgaon to Chickhli ...	Surveyed in 1915.	2′ 6″	30	23·88	
				5′ 6″		32·20	
Lafa Coal Fields extension railway.	B. N. ...	Bilaspur to Donganara ...	Surveyed in 1914.	5′ 6″	22	12·50	
Lohardaga extension ...	...	(See under Bihar and Orissa.)	...	...	...	...	
Malkapur-Mehkar railway...	G. I. P. ...	Malkapur to Mehkar *vid* Buldana and Chickhli.	Not ...	...	62	...	(*a*) Reconnaissance proposed. Alternative routes.
Moigaon-Mehkar railway ...	G. I. P. ...	Moigaon to Mehkar *via* Buldana and Chickhli.	Not ...	...	73	...	(*a*)
Murtazapur-Ellichpur railway extension.	M. E. ...	Ellichpur to Chandur ...	Surveyed in 1917.	2′ 6″	19	14·75	

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.

APPENDIX 11—*contd.*

Railways and tramways projected up to the 31st March 1919.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
CENTRAL PROVINCES —*concld.*					Miles.	Lakhs of rupees.	
Murtazapur-Yeotmal railway extensions.	M. Y. ...	(1) Yeotmal to Wun ...	Surveyed in 1916.	2′ 6″	72	40·43	(*a*)
		(2) Darwa to Pusad ...	Not ...	2′ 6″	32	...	(*a*) Survey sanctioned.
		(3) Takli to Edlabad ...			30		
Pachora-Jamner extension railway.	G. I. P. ...	(See Moigaon-Mehkar railway.)	...	...	...	...	
Rajahmundry-Sironcha railway.	M. & S. M	Rajahmundry to Sironcha direct,	Surveyed in 1909-10	5′ 6″	209	367·96	
		or *Vid* Gokavaram ...			215	367·84	
Sambalpur-Khurda railway	...	(See under Bihar and Orissa.)	...	...	...	...	
Venkatanagar-Korea Coalfields railway.	B. N. ...	Venkatanagar to Korea coalfield.	Not ...	5′ 6″	85	...	Survey sanctioned.
Warora-Pisgaon railway ...	G. I. P. ...	Warora to Pisgaon *via* Rajur.	Not ...	5′ 6″	14	...	Survey sanctioned.
COORG.							
Coorg District Railway (British Section):—	M. & S. M.	(*i*) Mysore frontier to Sidapur bridge station.	Surveyed in 1917.	3′ 3⅜″	27	22·56	Called "Cauvery line".
		(*ii*) Mysore frontier to Gatthella station.			26	22·31	Called "Lakshman Tirtha line".
Coorg Forest tramways ...	M. & S. M.	(*i*) Hosapatna to Nagarhole.	Surveyed in 1917.	2′ 0″	42	11·98	
		(*ii*) Makut to Kekkapole.			7	4·05	
HYDERABAD.							
Balharshah extension railway	G. I. P. & N. G. S.	Balharshah to Kazipet, *vid* Sirpur, Tandur and Pedapali.	Re-surveyed in 1910.	5′ 6″	149	*151·97	This project supersedes the earlier Eastern and Western routes between Bellaspur and Warangal.
		Bellarpur to Sironcha ...	Surveyed in 1904-1905	2′ 6″	107	42·26	
Khamgaon-Chickhli railway	...	(See under Central Provinces.)	...	...	...	...	
Secunderabad-Gadag railway	N. G. S.	Secunderabad to Gadag *vid* Raichur.	Surveyed in 1913-14.	3′ 3⅜″	292	217·62	Secunderabad-Gadwal section (length 117 miles) sanctioned for construction.
Takli-Edlabad railway ...	...	(See under Central Provinces.)	...	...	...	...	
KASHMIR.							
Sarai Kala-Abbottabad-Srinagar railway.	...	(See under Punjab). ...	...	...	...	...	
MADRAS.							
Ammayanayakkanur-Uttamapalaiyam railway.	S. I. ...	Ammayanayakkanur to Uttamapalaiyam.	Surveyed in 1906.	3′ 3⅜″	61	...	
Attur-Chinnasalem railway.	S. I. ...	Attur to Chinnasalem ...	Surveyed in 1913-14.	3′ 3⅜″	20	8·86	
Attur-Tirumondurai railway	S. I. ...	Attur to Tirumondurai	Surveyed in 1913-14	3′ 3⅜″	32	12·73	Alternatives to Attur-Chinnasalem railway.
Attur-Perambalur railway		Attur to Perambalur		3′ 3⅜″	33	14·21	
Bangalore-Hosur railway ...	...	(See under Mysore) ...	...	...	...	...	
Bezwada-Jaggiapett railway	M. & S. M.	Bezwada to Jaggiapett ...	Not ...	5′ 6″	54	43·50	
Cocanada-Kotipalle railway	M. & S. M.	Cocanada to Kotipalle ...	Surveyed in 1916.	3′ 3⅜″	29	29·25	(*b*)
				5′ 6″	27	35·59	
Cuddalore-Vriddhachalam railway.	S. I. ...	Cuddalore to Vriddhachalam	Surveyed in 1905.	3′ 3⅜″	34	...	
Dhamtari-Bastar-Salur railway.	...	(See under Central Provinces.)	...	...	...	...	
Dhanushkodi-Talaimanaar railway.	S. I. ...	Dhanushkodi to Talimanaar	Not ...	3′ 3⅜″	22	110·91	Preliminary survey made in 1913. Will connect India with Ceylon.
Dindigul-Palghat railway ...	S. I. ...	Dindigul to Palghat, *vid* Palni, Pollachi and Kollengode.	Surveyed in 1903-1904 and 1905-1906.	3′ 3⅜″	108	66·52	(*a*) Pollachi-Palghat section re-surveyed in 1915-16.
Erode-Satyamangalam railway.	S. I. ...	Erode to Satyamangalam ...	Surveyed in 1909-1911.	3′ 3⅜″	41	18·31	Proposed by Coimbatore District Board. Is a part of Nanjangud-Erode railway.

* Excluding rolling-stock.

(*a*) Proposals for construction under Branch Line Terms have been received from private promoter.

(*b*) With second hand 41½lb. rails cost will be 26·56 and with second hand 75 lbs. rails 32·80 lakhs.

APPENDIX 11—*contd.*

Railways and tramways projected up to the 31st March 1919.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
MADRAS—*contd.*							
Gopalpuram-Berhampore-Russell Konda railway.	B. N. ...	Gopalpuram to Surada *vid* Berhampore and Russell konda.	Surveyed in 1916.	5′ 6″ 2′ 6″	76	64·59 48·07	Proposed by District Board of Ganjam.
		Gopalpuram to Russel Konda *vid* Berhampore.		5′ 6″ 2′ 6″	58	49·54 36·51	
		Berhampore to Russell konda.		5′ 6″ 2′ 6″	49	43·70 32·16	
Guddivada-Nidadavolu railway.	M. & S. M.	(i) Guddivada to Bhimavaram.	Surveyed in 1913.	5′ 6″ 3′ 3½″	41	35·30 25·14	Proposed by District Board of Kistna.
		(ii) Nidadavolu to Narasapur *vid* Bhimavaram.		5′ 6″	47	45·94	
Guntur-Macherla railway ...	M. & S. M.	Guntur to Macherla *via* Gurzala.	Surveyed in 1916.	3′ 3½″	80	46·77	
Hassan-Mangalore railway	...	(See under Mysore) ...	...	...	...	...	
Kalikiri-Rayachoti railway...	M. & S. M.	Kalikiri (or Piler) to Rayachoti.	Surveyed in 1899-1900.	3′ 3½″	34	10·76	
Kanivihalli-Swamihalli tramway.	M. & S. M.	Kanivihalli to Swamihalli	Not ...	...	15	...	Survey sanctioned.
Karaikudi-Arantangi railway	S. I. ...	Karaikudi to Arantangi ...	Surveyed in 1910.	3′ 3½″	18	8·79	(*a*) Alternative to Devakota-Arantangi branch of the Trichinopoly-Ramnad railway.
Kavali-Udayagiri railway ...	M. & S. M.	Kavali to Udayagiri ...	Surveyed in 1908.	2′ 6″	51	15·96	
Kollengode Trichur railway.	S. I. ...	Kollengode to Trichur ...	Not ...	3′ 3½″	41	31·50	Reconnoitred in 1917.
Madura-Bodinayakkanur railway.	S. I. ...	Madura to Bodinayakkanur *via* Theni.	Surveyed in 1913-14.	3′ 3½″	55	25·78	Proposed by District Board of Madura.
Mangalore-Panimangalore railway.	S. I. ...	Mangalore to Panimangalore	Surveyed in 1916.	3′ 3½″ 2′ 6″	14	13·42 10·69	
Mannargudi-Tiruturaipundi railway.	S. I. ...	Mannargudi to Tiruturaipundi.	Surveyed in 1913.	3′ 3½″	16	10·52	
Mysore-Tellicherry railway	M. & S. M.	Mysore to Tellicherry ...	Surveyed in 1899-1900.	2′ 6″	145	81·00	
Nandyal-Atmakur railway...	M. & S. M.	Nandyal to Atmakur, *vid* Velgode.	Surveyed in 1909	3′ 3½″	30	14·87	Surveyed on behalf of the District Board of Kurnool.
Nanjangud-Erode railway ...	...	(See under Mysore). ...	...	...	...	...	
Ollapalem-Kanigiri railway.	M. & S. M.	Ollapalem to Kanigiri *via* Singarayakonda.	Surveyed in 1917.	3′ 3½″	47	34·49	Proposed by Nellore District Board.
		Alternative route— (Southern entry into Singaraya Konda from Kanigiri.)	Ditto ...	3′ 3½″	46	34·28	
Padalam (or Madurantakam)-Arni railway.	M. & S. M.	Padalam or Madurantakam alternatively to Arni.	Not ...	3′ 3½″	60	...	Reconnaissance sanctioned.
Palakodu-Krishnagiri railway.	S. I. ...	Palakodu to Krishnagiri *vid* Kaveripatnam.	Not ...	2′ 6″	...	...	
Palamcottah-Panagudi railway.	...	Palamcottah to Panagudi	Not ...	3′ 3½″	33	...	
Palni-Satyamangalam railway.	...	Palni to Satyamangalam, with a branch from Satyamangalam to Mettupalaiyam.	Surveyed in 1903-04.	3′ 3½″	84 17	84·33 25·03	
Parlakimedi-Gunupur railway.	B. N. ...	Parlakimedi to Gunupur ...	Surveyed in 1910-11.	2′ 6″	32	8·29	Surveyed at the instance of the Parlakimedi State.
Parvatipuram-Gunupur railway.	B. N. ...	Parvatipuram to Gunupur	Surveyed in 1916.	5′ 6″ 2′ 6″	35	9·01 22·45	
Ramnad-Kilakkarai railway	S. I. ...	Ramnad to Kilakkarai ...	Surveyed in 1909-10.	3′ 3½″	11	3·35	Surveyed on behalf of the District Board of Madura.
Ramnad-Virudupatti railway	S. I. ...	Ramnad to Virudupatti ...	Surveyed in 1909.	3′ 3½″	66	27·89†	(*a*)
Rajahmundry-Sironcha railway.	...	See under Central Provinces.)	...	...	...	...	
Repalle-Visweswaram railway.	M. & S. M.	Repalle to Visweswaram ...	Surveyed in 1915.	5′ 6″	6	5·10	Concession granted, but construction deferred.
Salem-Attur railway ...	S. I. ...	Salem to Attur ...	Surveyed in 1909-10.	3′ 3½″	33	16·74	Proposed by District Board of Salem; estimates revised in 1916.
Salem-Samayapuram railway	S. I. ...	Salem to Samayapuram *vid* Namakkal.	Not ...	3′ 3½″	83	31·67	Reconnoitred in 1915. Survey sanctioned.
Shoranur-Manantoddy railway.	S. I. ...	Shoranur to Manantoddy *vid* Nilambar with branches to Tellicherry and Baypore	Not ...	3′ 3½″	114	...	Reconnaissance sanctioned.
Tanjore-Tiruvadi railway ...	S I. ...	Tanjore to Tiruvadi ...	Surveyed in 1915.	3′ 3½″	9	1·55	Proposed by Tanjore District Board.

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
† With 50 lb. rails cost will be 30·70 lakhs.

APPENDIX 11—*contd.*

Railways and tramways projected up to the 31st March 1919.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
MADRAS—*concld.*					Miles.	Lakhs of rupees.	
Tirupatti (Renigunta)-Madras railway.	M. & S. M.	(*i*) Tirupatti to Madavaram.	Surveyed in 1913.	3′ 3⅜″	69	50·93	
		(*ii*) Madavaram to Madras Beach with branches from—			7	6·28	
		(*a*) Madavaram to Ayanavaram.			4	3·93	
		(*b*) Ayanavaram to Salt Cotaurs or alternatively.			3	3·55	
		(*c*) Ayanavaram to Chutput.			3	3·16	
Trichinopoly-Jayankonda Sholapuram railway.	S. I. ...	Kuttur to Jayankonda Sholapuram.	Surveyed in 1916.	3′ 3⅜″	52	33·26	Kuttur is a station on the proposed "Panruti-Trichinopoly railway."
Trichinopoly-Panruti railway	S. I. ...	Trichinopoly to Panruti *vid* Srirangam, Tirupattur, Parambalur, Volcondah, Parlore and Adiyur.	Surveyed in 1907.	3′ 3⅜″	95	107·20	Cost of a low grade line 84·60 lakhs.
Trichinopoly-Ramnad railway	S. I. ...	Trichinopoly to Ramnad, with branch from Devakota to Arantangi.	Surveyed in 1909.	3′ 3⅜″	108	54·23	Concession granted for construction of Trichinopoly-Puddukotai section (82 miles).
					26	17·34	
Ulundurpettai-Chinna Salem railway.	S. I. ...	Ulundurpettai to Chinna Salem.	Surveyed in 1909.	3′ 3⅜″	32	13·52	Proposed by District Board of South Arcot.
Valparai Extension Tramway	...	Terminus of the existing Cochin tramway to Valparai.	Not ...	3′ 3⅜″	15	...	Survey sanctioned.
Virudupati-Tenkasi railway	S. I. ...	Virudupati to Tenkasi, *vid* Sivakasi.	Surveyed in 1912.	3′ 3⅜″	76	30·39	(*a*)
Vizianagram-Vizagapatam railway.	B. N. ...	Vizianagram to Vizagapatam *vid* Bimlipatam.	Surveyed in 1916.	5′ 6″	86	45·37	
Yerragudipad-Nandyal railway.	M. & S. M.	Yerragudipad to Nandyal	Surveyed in 1908-09.	3′ 3⅜″	71	40·85	
MYSORE.							
Bangalore-Hosur railway ...	M. & S. M.	Bangalore to Hosur, *vid* Attibala or *vid* Bannerghatta.	Resurveyed in 1914.	2′ 6″	29	13·23	Prposed by Mysore Durbar. Route *vid* Bannerghatta preferred.
					31	13·93	
Dodbele-Kolar Gold-fields railway.	M. & S. M.	Dodbele to Kolar Gold-fields.	Surveyed in 1907.	3′ 3⅜″	72	...	
Hassan-Mangalore railway	...	Hassan to Mangalore ...	Surveyed in 1916-17.	2′ 0″	110	75·27	Proposed by Mysore Durbar.
				2′ 6″	109	101·91	
				3′ 3⅜″	108	158·18	
Mysore-Coorg railway ...	...	See "Coorg District railway."	...	...	...	...	
Mysore-Tellicherry railway	...	(See under Madras.) ...	...	...	...	...	
Mysore and West Coast railways.	M. & S. M.	Nanjangud to Tellicherry *vid* Manantoddy and Perya.	Surveyed in 1917.	2′ 0″	118	59·82	
				2′ 6″	112	81·74	
				3′ 3⅜″	111	118·73	
		Shimoga to Bhatkal ...	Not ...	3′ 3⅜″	...	...	Construction of the line from Shimoga to Arasalu sanctioned. Including rolling-stock the whole line (of which 33·7 miles are in Mysore) will cost Rs. 131·66 lakhs. The Coimbatore District Board have proposed to construct the Erode-Satyamangalam section. The construction of the line as a whole has been deferred for the present, but there is no objection to the construction of the section in Mysore territory by the Mysore Durbar.
Nanjangud-Erode railway ...	M. & S. M.	Nanjangud to Erode with a branch from Kottamangalam to Mettupalaiyam.	Surveyed in 1909-1911.	3′ 3⅜″	119	109·67	
					28	13·59	
Nanjangud-Tellicherry railway.	...	See "Mysore and West Coast railway."	...	...	...	...	
NORTH-WEST FRONTIER PROVINCE.							
Kulachi-Dera Ismail Khan railway.	N. W. ...	Kulachi to Dera Ismail Khan	Not ...	2′ 6″	27	12·62	Reconnoitred in 1914.
Mardan-Charsadda railway	N. W. ...	Mardan to Charsadda ...	Surveyed in 1914.	2′ 6″	17	7·41	(*a*) Concession granted but construction deferred.
Mardan-Swabi railway ...		Mardan to Swabi ...	Surveyed in 1914.	2′ 6″	29	16·62	(*a*)
Sarai Kala-Abbottabad-Srinagar railway.	...	(See under Punjab) ...	...	...	...	...	
Trans-Indus railway ...	N. W. ...	Kohat to Bannu ...	Surveyed in 1909.	2′ 6″	79	60·57	

(*a*) Proposals for ... terms have been received from private promoters.

APPENDIX 11—*contd.*

Railways and tramways projected up to the 31st March 1919.

Name of Project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
PUNJAB.					Miles.	Lakhs of rupees.	
Baijnath-Nurpur railway ...	...	Baijnath to Nurpur ...	Not ...	2′ 6″	70	...	(*a*) Reconnaissance sanctioned. This will be an extension of Pathankot-Nurpur railway.
Bari Doab railway ...	N. W. ...	(1) Lahore to Gurdaspur *vid* Ajnala.	Not ...	2′ 6″	75	...	(*a*) Survey sanctioned.
		(2) Ajnala to Amritsar ...			17	...	
		(3) Gurdaspur to Butari ...			37	...	
		(4) Butari to Harike Pattan.			42	...	
Batala-Dehrananak railway	N. W. ...	Batala to Dehrananak ...	Surveyed in 1918.	5′ 6″	18	15·37	
Dhak branch railway ...	N. W. ...	(*i*) Dhak to Tajuwala direct	Surveyed in 1906-07.	5′ 6″	11	(*b*)4·97	To serve coal mines.
		(*ii*) Dhak to Tajuwala *vid* Katha.	Surveyed in 1909.		15	(*b*)7·86	
Dina-Sultanpur railway ...	N. W. ...	Dina to Sultanpur ...	Not ...	5′ 6″	9	...	New project. Survey Sanctioned.
Fatehjang-Khaur railway ...	N. W. ...	Fatehjang to Khaur ...	Not ...	5′ 6″	28	20·38	New project. Reconnoitred. Alternative to "Gagan-Khaur railway."
Gujranwala-Chuhar Khana railway.	N. W. ...	Gujranwala to Chuhar Khana	Not ...	...	40	...	Reconnaissance sanctioned.
Gagan-Khaur railway ...	N. W. ...	Gagan to Khaur ...	Not ...	5′ 6″	25	20·59	New project. Reconnoitred.
Jaijon-Hoshiarpur railway	N. W. ...	Jaijon to Hoshiarpur ...	Not ...	...	20	...	Reconnaissance survey sanctioned.
Jagadhri Light railway extension.	J. L. ...	Jagadhri Town to Sadhaura *vid* Chachrauli and Bilaspur.	Not ...	2′ 0″	...	...	Proposed by Jagadhri Light Railway Company.
Kalka-Baijnath railway ...	E. I. ...	Kalka to Baijnath with branches.			170	158·45	
		(1) Mandi to Kulu ...	Not ...	2′ 6″	42	49·15	
		(2) Nalagarh to Rupar			16	11·90	Reconnoitred in 1912.
Karnal-Kaithal-Nabha railway.	E. I. ...	Karnal to Nabha *vid* Kaithal	Not ...	5′ 6″	70	56·00	
Lahore-Patti railway ...	N. W. ...	(See Bari Doab Railway)...	...	...	...	...	
Ludhiana-Kalka Railway ...	N. W. ...	Ludhiana to Kalka ...	Not ...	5′ 6″	72	...	Reconnaissance survey sanctioned.
Nankana-Changa Manga-Pak Patan railway.	N. W. ...	Nankana *vid* Bulloke to Changa Manga.	Surveyed in 1913.	2′ 6″	96	45·60	
		Changa Manga *vid* Chunian Hujra and Dipalpur to Pak Patan.					
Pathankot-Bakloh railway...	N. W. ...	(*i*) Pathankot to Katlu *vid* Nurpur.	Surveyed in 1913.	2′ 6″	32	53·41	Alternative to Pathankot-Nurpur.
		(*ii*) Pathankot to Katlu *via* Duners.			27	43·94	
Pathankot-Nurpur-Guler railway.	N. W. ...	(*i*) Pathankot to Nurpur ...	Surveyed in 1912.	5′ 6″	14	12·58	(*a*) Being further investigated.
		(*ii*) Gareli on (*i*) to Guler or to Nagroteh.	Not ...	2′ 6″	30	25·20	Reconnoitred in 1915.
					25	22·54	
Patiala feeder railways ...	...	(*i*) Patiala to Dhand *vid* Pihewa.	Not ...	2′ 6″	36	...	Proposed by Patiala Durbar. Survey sanctioned.
		(*ii*) Sirhind to Rupar *vid* Sanghol.			26	...	Extension as far as Kalka is under consideration.
		(*iii*) Patiala to Sirhind ...			20	...	
		(*iv*) Samana to Mansa *vid* Sonam.			...	...	
		(*v*) Samana to Ghuram ...			20	...	
		(*vi*) Mansa to Tapa ...			21	...	
		(*vii*) Tapa to Badhaur ...			14	...	
		(*viii*) Sonam to Barnala ...			...	...	
		(*ix*) Samana to Chhintanwala.			18	...	
		(*x*) Chhintanwala to Amargarh.			...	...	
		(*xi*) Doraha to Pael Narnaul-Dadri ...	Not ...	3′ 3⅜″	39	...	Proposed by Patiala Durbar. Survey sanctioned.
Patiala-Jakhal railway ...	N. W. ...	Patiala to Jakhal ...	Surveyed in 1906.	5′ 6″ / 3′ 3⅜″	54	34·00 / 24·88	Proposed by Patiala Durbar.

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
(*b*) Excluding rolling-stock.

APPENDIX 11—*contd.*

Railways and tramways projected up to the 31st March 1919.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
PUNJAB—*concld.*					Miles.	Lakhs of rupees.	
Plasi-Bhakra railway ...	N. W. ...	Plasi to Bhakra ...	Not ...	...	...	...	Proposed by North-Western railway.
Punjab Canal Colony railways†	N. W. ...	(*i*). Raewind to Sangla Hill.	Not	5′ 6″	...	...	Survey sanctioned.
		(*ii*) Sangla Hill to Khushab.					
		(*iii*) Gujranwala to Lyallpur		2′ 6″	94	40·00	Preliminary survey made.
		(*iv*) Bajla to Tandlianwala		2′ 6″	32	...	Survey sanctioned. Alternative to Lyallpur-Tandlianwala.
		(*v*) Jaranwala to the Ravi bridge near Thatta Nana Dogar.		2′ 6″	39	...	Survey sanctioned.
		(*vi*) Jaranwala to Lyallpur		2′ 6″	...	9·80	Preliminary survey made.
		(*vii*) Lyallpur to Chiniot ...		2′ 6″	25	12·31	Preliminary survey made.
		(*viii*) Chiniot to Bhagtanwala.		2′ 6″	23	...	Survey sanctioned.
		(*ix*) Sargodha to Gujrat ...		2′ 6″	94	48·31	Preliminary survey made.
		(*x*) Gujrat to Lukanwal ...		2′ 6″	15	...	Survey sanctioned.
		(*xi*) Sargodha to Bhera ...		2′ 6″	34	...	Survey sanctioned. Alternative to Shahpur-Bhera.
		(*xii*) Chiniot to Jhang ...					
		(*xiii*) Sargodha to Jehania Shah *vid* Sahiwal.	Surveyed in 1906.	5′ 6″ / 2′ 6″	51	33·00	Estimates revised in 1911.
		(*xiv*) Lyallpur to Jhang ...	Not ...	2′ 6″	...	...	
		(*xv*) Jhang to Montgomery *vid* Gojra, Summundri and Gogera.		2′ 6″	...	...	
		(*xvi*) Montgomery to Pak Pattan.		5′ 6″	28	...	
		(*xvii*) Montgomery to Jehania.		2′ 6″	...	...	
		(*xviii*) Muzaffargarh to Alipur.		2′ 6″	53	...	
Lyallpur-Tandhariwala railway.	N. W. ...	Lyallpur to Tandhariwala.	Not ...	...	26	...	
Rajpura-Malla railway ...	N. W ...	Rajpura to Malla *vid* Chandigarh.	Not ...	5′ 6″	...	...	Proposed by Patiala Durbar.
Rohtak-Bhiwani railway ...	E. I.&N. W.	Rohtak to Bhiwani ...	Not ...	5′ 6″	30	...	
Rohtak-Gohana railway ...	N. W. ...	Rohtak to Gohana ...	Not ...	5′ 6″ / 2′ 6″	20	11·94 / 8·00	Reconnoitred.
Sarai Kala-Abbottabad-Srinagar railway.	N. W. ...	Saraikala to Srinagar, *vid* Abbottabad. (Comprises the following sections)—					
		(*i*) Saraikala to Abbottabad.	Resurveyed in 1907-1909.	5′ 6″	51	87·76	Sarai Kala-Havelian portion of the line constructed on the 5′ 6″ gauge. Re-survey of the Havelian-Abbottabad portion of the line sanctioned.
		(*ii*) Abbottabad to Garhi Habibulla.		5′ 6″	28	77·39	
		(*iii*) Garhi Habibulla to Kashmir frontier.	Surveyed in 1892-1893.	5′ 6″	4	10·41	
		(*iv*) Kashmir frontier to Domel.		5′ 6″	5	27·24	
		(*v*) Kashmir frontier to Srinagar.		3′ 3¾″	109	157·89	
Shahdara-Narowal railway...	N. W. ...	Shahdara to Narowal ...	Surveyed in 1915. Part resurveyed in 1917-18.	5′ 6″	49	31·42	(*a*) Concession granted.
Shahpur-Bhera railway ...	N. W. ...	Shahpur to Bhera ...	Not ...	...	30	...	
Sialkot-Morala railway ...	N. W. ...	Sialkot to Morala ...	Surveyed in 1916.	5′ 6″	13	...	(*a*) Project in abeyance.
Sirhind-Kotkapura railway	D. U. K.	Sirhind to Kotkapura *vid* Malerkotla and Bhadaur.	Not ...	2′ 6″	...	...	Proposed by Malerkotla Durbar.
RAJPUTANA.							
Agra Karachi Railway connection.	B.B. & C.I.	Agra to Karachi ...	Not ...	5′ 6″	...	...	Survey sanctioned to determine best alignment for a direct 5′ 6″ gauge railway connection between Agra and Karachi.
Baran-Marwar railway ...	B. B. & C.I.	Baran to Marwar ... or Baran to Nasirabad ... with Jehazpur to Paondero Branch.	Surveyed in 1898-1899.	3′ 3¾″	213 / 153 / 71	196·67 / 96·12 / 31·63	Baran-Kotah section (41 miles) has been constructed on 5′ 6″ gauge, and construction of Kotah-Marwar (or Nasirabad) section under consideration.
Beawar-Todgarh railway ...	B. B.& C.I.	Beawar to Todgarh ...	Not ...	3′ 3¾″	42	...	(*a*) Consideration postponed for the present.
Jaipur-Loharu railway ...	J. S. M ...	Jaipur to Surajgarh *vid* Reengus, Sikar, Jhunjhnu and Chirawa.	Not ...	3′ 3¾″	135	...	Proposed by Jaipur Durbar. Survey sanctioned. Jaipur-Reengus (36 miles), Reengus-Sikar (33 miles) and Sikar Jhunjhnu (40 miles) sections under construction.

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
† The whole question of railway extension in this area including the question of gauge is under consideration.

APPENDIX 11—*contd.*

Railways and tramways projected up to the 31st March 1919.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
RAJPUTANA.—*concld.*					Miles.	Lakhs of rupees.	
Karauli branch railway ...	B. B. & C. I	Gangapur to Karauli ...	Not ...	...	25	...	Proposed by Karauli Durbar as a famine relief work.
Kotah Feeder railways ...	G. I. P. & B. B. & C. I.	(*i*) Baran to Darah *vid* Sangod.					
		(*ii*) Baran to Etawa ...					
		(*iii*) Sangod to Arnia ...	Not	2' 6"	170	...	Survey sanctioned.
		(*iv*) Arnia to Manoher Thana					
		(*v*) Arnia to Shri Chatterpura.					
Mauli-Nathdwara railway ...	U. C. ...	Mauli to Nathdwara ...	Surveyed in 1896.	3' 3⅜"	15	4·73	
Meghraj-Dungarpur railway	Guzerat Ry.	Meghraj to Dungarpur ...	Not ...	2' 6"	41	16·40	Reconnoitred.
Modassa-Dungarpur railway.	Guzerat Ry.	Modassa to Dungarpur ...	Not ...	2' 6"	44	17·61	Reconnoitred. Alternative to "Meghraj-Dungapur railway." Survey sanctioned.
Nasirabad-Kekri railway ..	B. B. & C. I.	Nasirabad to Kekri ...	Surveyed in 1898-99.	3' 3⅜"	35	15·86	This is a part of "Baran-Marwar railway." Estimates revised in 1915.
Neemuch-Goona railway ...	...	(See under Central India)	...	...	...	...	
Rajkhera-Bhadrauli railway	D. B.	Rajkhera to Bhadrauli ...	Not ...	2' 6"	...	...	Survey sanctioned.
Sri Madhopur-Borawar chord railway.	B. B. & C. I.	Sri Madhopur to Borawar	Not ...	3' 3⅜"	...	...	
Sri Madhopur-Sikar railway	B. B. & C. I.	Sri Madhopur to Sikar ...	Surveyed in 1900.	3' 3⅜"	31	8·69	
SIKKIM.							
Kalimpong Road-Gangtok railway.	D. H. ...	Kalimpong Road to Gangtok *vid* Rungpo.	Not ...	2' 0"	50	...	Reconnaissance sanctioned.
Rungpo-Rongli railway ...	D. H. ...	Rungpo to a point between Rongli and Lington.	Not ...	2' 0"	12	...	Reconnaissance sanctioned
UNITED PROVINCES.							
Agra Fort-Bah or Batesar railway.	B. B. & C. I.	Agra Fort to Bah or Batesar *via* the Taj or Fatehabad.	Not ...	2' 6"	...	...	(*a*)
Auriya-Pokhrayan railway	G. I. P. ...	Auriya to Pokhrayan ...	Not ...	2' 6"	30	...	(*a*)
Auriya-Phaphund railway ...	E. I. ...	Auriya to Phaphund ...	Surveyed in 1907.	5' 6"	13	8·88	(*a*) Concession granted.
Bellraien-Dhaurahra railway	R. & K. ...	Bellraien to Dhaurahra ...	Surveyed in 1913-14.	3' 3⅜"	32	15·29	
Bulandshahr-Debai railway	O. & R....	Bulandshahr to Debai *via* Anupshahr.	Not ...	2' 6"	40	...	(*a*)
Bulandshahr-Seyani railway	O. & R....	Bulandshahr to Seyani ...	Not ...	2' 6"	19	...	(*a*)
Chandausi-Bhilsi railway ...	O. & R. ...	Chandausi to Bhilsi *via* Islamnagar and Rajbaraulia with a branch from	Not ...	2' 6"	26	...	(*a*)
		Rajbaraulia to Babrala *via* Shaswan.			34	...	
Dibai-Kasganj railway ...	O. & R. ...	Dibai to Kasganj ...	Surveyed in 1912.	5' 6"	37	32·79	
Etawah-Farukhabad railway	E. I. & B. B & C. I.	Etawah to Farukhabad ...	Not ...	2' 6"	50	...	(*a*)
Fatehpur-Markundi chord railway.	E. I. ...	Fatehpur to Markundi alternatives			72	98·46	
		(*i*) Fatehpur to Karwi ...	Surveyed in 1900-1901.	5' 6"	52	72·59	
		(*ii*) Khaga to Manikpur ...			57	85·98	
Garhmuktesar-Tundla railway.	O. & R. ...	Garhmuktesar to Tundla *vid* Dibai, Kasganj and Etah.	Not ...	2' 6"	125	...	(*a*)
Garhwal District railway...	O. & R. ...	Dhampur to Kalagarh Road	Not ...	5' 6"	21	19·11	
				2' 0"	21	15·08	Reconnoitred in 1916. See also "Kashipur-Kalagarh railway."
		Nagina to Kalagarh Road	Not ...	5' 6"	18	17·72	
		Forest Lines.					
		Kalagarh Road to Lidpani	Not ...	2' 0"	16	11·67	Reconnoitred in 1916.
		Lidpani to Dhikala ...	Not ...	2' 0"	3	1·39	
		Dhikala to Bhuni ...	Not ...	2' 0"	4	2·13	
		Bhuni to Bilot ...	Not ...	2' 0"	3	1·72	
		Bilot to Sultan Road ...	Not ...	2' 0"	4	2·26	
		Sultan Road to Gairal ...	Not ...	2' 0"	2	1·68	
		Sona Nadi Branch. Dhudia junction to Kheri	Not ...	2' 0"	12	7·40	
Saretha-Mau Ranipur-Madaura Tehri Lalitpur railways.	...	(See under Central India)	...	...	...	...	
Gorakhpur and Champaran Districts railways.	B. & N. W.	(*i*) Captainganj to Thunthibari *vid* Maharajganj.	Surveyed in 1915.	3' 3⅜"	41	18·60	
		(*ii*) Captainganj to Tahsil Deoria.			32	13·45	
		(*iii*) Maharajganj to Nautanwa *vid* Pharenda.			44	22·64	
		(*iv*) Bagaha to Tribeni ...			26	10·59	

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.

APPENDIX 11—*concld.*

Railways and tramways projected up to the 31st March 1919.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
UNITED PROVINCES—*concld.*					Miles.	Lakhs of rupees.	
Hardoi-Sandi branch railway	O. & R. ...	Hardoi to Sandi ...	Surveyed in 1902.	5′ 6″	14	3·62	(*a*)
Harpalpur-Nowgong railway	G. I. P. ...	Harpalpur to Nowgong ...	Not ...	2′ 6″	82	...	(*a*)
Harpalpur-Sumerpur railway	G. I. P. ...	Harpalpur to Sumerpur *vid* Rath.		2′ 6″			
Kartal-Atarra-Kamassin railway.	G. I. P. ...	(i) Kartal to Atarra ... (ii) Atarra to Kamassin *via* Baberu.	Not ...	2′ 6″	57	26·94	(*a*) Alternative to "Karwi-Rajapur" railway.
Karwi-Rajapur railway ...	G. I. P. ...	Karwi to Rajapur direct	Surveyed in 1906-1907.	5′ 6″	19	7·76	(*a*) Government of the United Provinces favour the route *vid* Pahari.
		or *vid* Pahari			21	8·42	
Kasganj-Agra railway ...	R. & K. ...	Kasganj to Agra *via* Etah	Surveyed in 1913-14.	3′ 3¾″	75	46·61	Project estimates under consideration.
Kasganj-Delhi railway ...	R. & h. & E. I. R.	Kasganj to Delhi *vid* Atrauli, Bulandshahr and Okhla.	Not ...	3′ 3¾″	125	...	
Kasganj-Rewari railway ...	R. & K. & B. B. & C. I.	Kasganj to Rewari *vid* Aligarh and Nuh with a branch from Nuh to Delhi.	Not ...	3′ 3¾″	...	...	Reconnaissance sanctioned.
Kasipur-Kalagarh railway...	R. & K. ...	Kasipur to Kalagarh ...	Surveyed in 1912-13.	3′ 3¾″	29	17·44	Part resurveyed in 1913-14 and 1915. Preferred to "Dhampur-Kalagarh Road" and "Nagina-Kalagarh Road" railways.
Kunch-Madhogarh railway...	G. I. P. ...	Kunch to Shankarpur *vid* Jalaon with Jalaon-Madhogarh Branch.	Surveyed in 1906.	5′ 6″	36	13·44	(*a*) Certain amount of earthwork done in 1906 as famine relief work. Present proposal is for a 2′ 6″ gauge line.
					16	5·92	
Meerut-Roorkee railway ...	O. & R. ...	Meerut to Roorkee with a branch from Gesupur to Garhmukhtesar.	Surveyed in 1915.	2′ 6″	85	36·30	(*a*)
					23	9·39	(*a*)
Mirzapore-Maihar chord railway.	E. I. ...	Mirzapore to Maihar ...	Surveyed in 1903.	5′ 6″	140	155·00	
Moghalsarai-Bhabua Road railway.	E. I. ...	Moghalsarai to Bhabua Road *vid* Chakia.	Not ...	2′ 6″	56	...	Proposed by the Benares State. Survey sanctioned.
Ramnagar-Mohan railway...	R. & K. ...	Ramnagar to Mohan ...	Not ...	3′ 3¾″	13	...	New project. Survey sanctioned.
Rosa-Budaon-Hapur railway	O. & R. ...	(i) Rosa to Budaon ...	Surveyed in 1910-1911.	5′ 6″	73	93·09	(*a*) Is a realignment of the Tilhar-Budaon section of the "Tilhar-Hapur railway."
		(ii) Budaon to Babrala ...			54	60·27	
		(iii) Rajghat to Hapur with a branch to Bulandshahr.			69	69·24	
Tilhar-Budaon-Hapur railway	O. & R. ...	Tilhar to Hapur *vid* Budaon with a branch from Jehangirabad to Bulandshahr.	Surveyed in 1909.	5′ 6″	147	180·21	
				5′ 6″	16		
Unao-Madhoganj railway ...	O. & R. ...	(i) Unao to Bangarmau *vid* Safipur.	Surveyed in 1910-1911.	5′ 6″	30	24·73	(*a*)
		(ii) Unao to Bangarmau *vid* Hyderabad.			38	29·24	
		(iii) Bangarmau to Madhoganj.			18	14·66	

(*a*) Proposals or construction under Branch Line Terms have been received from private promoters.

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	I. Apparel including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes.		II. Coal and coke carried for the public and foreign railways.		1. Raw.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
1	2	3	4	5	6	7
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	942	29,911	3,533,489	1,19,74,882	19,659	3,79,583
Bombay, Baroda and Central India	2,078	39,465	532,043	21,47,825	201,277	42,54,638
Eastern Bengal	876	9,035	1,396,892	15,42,171	1,934	10,759
East Indian	5,389	79,590	11,225,333	4,37,10,288	34,643	2,98,328
Great Indian Peninsula	7,733	1,40,807	2,078,088	1,12,20,294	333,195	74,48,725
Madras and Southern Mahratta	2,171	33,991	418,529	26,50,543	119,933	18,22,852
Nizam's Guaranteed State	139	2,036	484,187	14,90,146	11,678	97,389
North Western	6,274	84,498	1,126,625	53,33,217	128,761	13,61,643
Oudh and Rohilkhand	2,425	24,612	1,096,226	50,73,694	15,956	78,985
South Indian	253	4,090	48,121	2,58,763	52,211	6,40,769
3′ 3½″ gauge.						
Assam-Bengal...	183	1,698	136,746	3,27,279	2,817	31,301
Bengal and North-Western	509	6,478	124,528	2,62,652	2,150	15,657
Bengal Doears...	138	1,612	83,896	3,75,107	9	116
Bhavnagar State	133	717	39,989	57,301	33,573	1,82,091
Bombay, Baroda and Central India	867	12,835	238,055	6,19,441	121,099	13,08,824
Burma	1,626	26,952	19,350	1,64,921	24,705	91,925
Dibru-Sadiya	...	...	504,216	5,36,270	...	...
Gonda-Porbandar State	128	468	24,999	37,233	17,610	82,260
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	112	1,707	22,049	70,316	39,511	4,61,304
Jamnagar	10	58	4,664	11,928	3,700	16,671
Jodhpur-Bikaner	761	6,192	17,579	19,779	32,621	83,528
Junagad State	16	74	2,527	811	10,141	35,296
Morvi	25	167	15,540	34,807	13,204	79,997
Mysore-Arsikere	5	38	...	...	137	510
Rohilkund and Kumaon	194	1,272	3,268	5,474	1,630	6,322
Udaipur-Chitorgarh	7	67	1,523	1,630	2,125	8,148
2′ 6″ and 2′ 0″ gauges.						
Parsi Light (2′ 6″)	20	153	6,172	18,233	7,275	46,257
Shahdara (Delhi)—Saharanpur Light (2′ 6″) ...	105	944	346	398	101	751
Darjeeling-Himalayan (2′ 0″)	99	1,534	6,626	48,621	18	237
Other 2′ 6″ & 2′ 0″ gauge lines	16	114	30,852	56,748	5,211	12,026
Total 1918-19	33,234	5,11,415	23,252,468	8,80,44,842	1,296,884	1,88,56,842
Total 1917-18	28,689	4,76,033	21,824,280	8,27,36,230	1,234,308	1,64,41,559
Increase	4,545	35,382	1,428,188	53,08,612	62,576	24,15,283
Decrease	...	...	...	...	...	...

DIX 12.

earnings therefrom during the financial year 1918-19.

railway in India and is therefore not the same as the total production and imports.]

III.

COTTON.

2. MANUFACTURED.

(a) Twist and yarn, European.		(b) Twist and yarn, Indian.		(c) Piece-goods, European.		(d) Piece-goods, Indian.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
8	9	10	11	12	13	14	15
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1,936	35,771	25,089	5,15,126	6,520	1,63,176	19,968	3,15,747
201	4,543	17,720	3,56,916	21,435	6,92,788	32,325	6,65,186
160	1,069	4,669	42,093	11,176	1,54,080	5,394	64,680
1,171	23,476	11,936	1,50,228	28,233	6,99,555	16,392	2,35,737
11,921	3,17,714	31,212	5,71,283	32,738	9,34,187	59,824	14,57,767
6,883	95,395	30,133	4,00,295	9,253	1,45,958	19,267	2,85,020
1,832	21,039	6,548	78,070	1,027	15,176	2,199	28,873
399	7,789	8,322	1,35,661	23,068	6,37,123	35,073	7,04,307
731	6,554	7,254	60,477	7,359	54,456	7,813	70,259
2,122	28,621	18,345	2,82,416	5,969	1,01,599	9,350	1,45,648
164	949	964	5,515	1,919	14,339	859	8,039
267	3,246	5,658	70,385	11,788	1,30,373	12,033	1,60,920
...	...	...	...	195	1,828	47	439
16	76	1,745	9,076	485	3,534	1,967	12,320
56	1,037	13,024	2,30,643	14,055	2,82,694	26,250	5,89,156
42	396	4,785	1,05,336	8,010	1,49,709	210	3,355
...	...	...	...	...	...	...	...
4	2	1,005	4,147	159	755	1,015	4,715
286	4,220	1,780	26,064	196	3,156	2,497	34,386
90	649	4	8	145	622	...	...
2	27	1,488	16,842	1,232	13,328	4,422	34,504
...	...	181	663	3	12	244	921
42	286	150	845	236	1,321	401	2,209
...	...	101	412	13	95	252	1,645
...	...	2,499	12,847	1,756	12,242	1,409	9,834
...	...	72	537	246	2,161	324	2,937
42	208	132	780	207	1,285	923	3,935
22	193	55	313	1,199	10,785	88	352
...	...	62	1,082	549	8,377	130	2,171
75	333	559	1,737	431	1,742	598	2,933
28,464	5,53,543	195,492	30,73,747	189,602	42,36,456	261,274	50,47,945
53,660	8,32,995	197,055	27,14,310	281,768	60,96,178	232,678	40,07,628
...	...	...	3,59,437	...	...	28,596	10,40,317
25,1 9	2,79,452	1,563	...	92,166	18,59,722	...	...

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	III.—*concld.*				IV.	
	COTTON.—*concld.* 2. MANUFACTURED.—*concld.* (e) Others.		TOTAL.		Chemicals, excepting saltpetre.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
16	17	18	19	20	21	22
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	586	14,883	73,758	16,24,286	5,976	88,482
Bombay, Baroda and Central India	987	25,872	333,945	59,99,943	3,906	70,559
Eastern Bengal	...	...	23,333	2,72,681	8,033	34,926
East Indian	3,102	66,655	95,477	14,73,979	11,280	1,69,639
Great Indian Peninsula	2,334	53,582	471,224	1,07,83,258	6,390	1,37,447
Madras and Southern Mahratta	1,147	21,256	186,616	27,70,776	9,300	1,82,324
Nizam's Guaranteed State...	177	2,400	23,461	2,42,897	356	4,618
North Western	2,278	42,679	197,901	28,89,202	7,191	1,06,758
Oudh and Rohilkhand	943	9,226	40,056	2,79,957	3,162	20,440
South Indian	1,912	22,549	89,909	12,21,602	5,781	71,911
3′ 3½″ gauge.						
Assam-Bengal	14	168	6,737	60,311	640	5,526
Bengal and North-Western	660	7,350	32,556	3,87,931	25,655	1,03,803
Bengal Dooars	102	586	353	2,969	18	325
Bhavnagar State	...	...	37,786	2,07,097	320	1,381
Bombay, Baroda and Central India	677	7,962	175,161	24,20,316	1,796	23,014
Burma	141	2,470	37,893	3,53,191	752	8,545
Dibru-Sadiya	355	3,445	355	3,445	...	...
Gondal-Porbandar State	...	...	19,793	91,879	47	307
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	20	350	44,290	5,29,430	76	1,047
Jamnagar	9	42	3,948	17,992	...	...
Jodhpur-Bikaner	89	912	39,854	1,43,141	567	4,534
Junagad State	...	...	10,569	36,892	13	48
Morvi	10	69	14,943	84,677	96	587
Mysore-Arsikere	15	88	518	2,750	8	41
Rohilkund and Kumaon...	107	732	7,401	41,977	2,149	14,888
Udaipur-Chitorgarh	4	33	2,771	13,816	14	112
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	22	123	8,601	52,588	30	160
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	1	6	1,466	12,400	21	109
Darjeeling-Himalayan (2′ 0″)	203	3,482	962	15,299	1	9
Other 2′ 6″ and 2′ 0″ gauge lines	127	799	7,001	19,570	42	166
Total 1918-19	16,022	2,87,719	1,987,738	3,20,56,252	93,620	10,01,706
Total 1917-18	20,557	3,54,372	2,020,026	3,04,47,478	94,895	10,86,826
Increase	...	...	...	16,08,774	...	...
Decrease	4,535	66,653	32,288	...	1,275	85,120

DIX 12—*contd.*

earnings therefrom during the financial year 1918-19.

railway in India and is therefore not the same as the total production and imports.]

V. DRUGS.							
1. Intoxicating other than opium.		2. Non-intoxicating.				Total.	
		(a) Medicinal preparations.		(b) Others.			
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
23	24	25	26	27	28	29	30
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
14	424	...	...	3,354	55,037	3,368	55,461
1	22	575	17,495	2,149	42,138	2,725	59,655
1	19	334	5,754	618	9,995	953	15,768
23	223	966	34,855	3,423	54,464	4,412	89,542
111	2,691	881	22,493	3,314	64,583	4,306	89,767
89	435	883	22,070	6,961	93,460	7,883	1,15,965
...	2	65	1,001	1,298	9,736	1,363	10,739
164	2,742	957	25,287	6,674	1,02,470	7,795	1,30,499
92	1,643	303	5,396	799	8,163	1,194	15,202
326	4,766	292	7,867	2,796	37,514	3,414	50,147
3	31	132	2,142	21	232	156	2,405
61	920	94	1,480	1,580	19,421	1,735	21,821
...	...	40	597	7	88	47	685
...	...	82	214	132	661	164	875
6	188	299	6,184	1,719	33,034	2,024	39,356
...	...	641	16,830	510	7,091	1,151	23,921
...	...	...	...	106	1,139	106	1,139
1	3	31	174	13	76	45	253
...	...	21	401	175	1,165	196	1,566
...	...	34	177	34	149	68	326
26	241	50	724	1,014	7,999	1,090	8,964
...	...	12	58	214	860	226	918
...	...	29	236	42	263	71	499
2	14	7	41	32	223	41	278
6	77	17	148	558	3,926	581	4,151
...	...	3	33	30	187	33	220
2	7	2	19	53	244	57	270
...	...	3	19	29	172	32	191
...	...	242	4,217	46	698	288	4,915
5	42	20	137	130	381	155	560
883	14,490	6,975	1,75,999	37,831	5,55,569	45,679	7,46,058
1,144	19,298	6,889	1,76,615	38,331	5,45,034	46,364	7,40,945
...	...	76	...	...	10,535	...	5,111
261	4,808	...	616	500	...	685	...

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	VI — Dyes: (1) Alizarine and aniline dyes.		(2) Cutch.		(3) Indigo.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
31	32	33	34	35	36	37
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	2	44	753	8,702	49	1,384
Bombay, Baroda and Central India... ...	319	8,149	468	6,310	31	855
Eastern Bengal	...	...	505	4,328	86	847
East Indian	81	578	1,231	15,339	853	24,905
Great Indian Peninsula	185	5,059	1,170	25,001	195	4,929
Madras and Southern Mahratta	37	335	326	3,441	235	4,544
Nizam's Guaranteed State	5	57	92	816	13	106
North Western	50	596	751	15,942	423	5,170
Oudh and Rohilkhand	...	1	699	6,154	88	1,598
South Indian	99	2,435	248	2,476	186	2,222
3′ 3½″ gauge.						
Assam-Bengal	...	...	28	106	...	...
Bengal and North-Western	3	32	1,963	18,958	404	3,486
Bengal Docars	...	...	...	...	...	...
Bhavnagar State	8	51	10	86	...	...
Bombay, Baroda and Central India	109	1,353	291	4,868	63	666
Burma	...	...	1,475	21,405	1	16
Dibru-Sadiya	...	...	...	...	...	...
Gondal Porbandar State	7	21	1	2	...	...
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	1	18	155	4,735	86	1,303
Jamnagar	1	5	...	...	...	...
Jodhpur-Bikaner	7	43	12	105	29	310
Junagad State	5	33	2	6	...	...
Morvi	3	12	8	37	...	...
Mysore-Arsikere	...	...	42	107	...	...
Rohilkund and Kumaon	...	...	846	5,719	1	5
Udaipur-Chitorgarh	1	8	1	7	...	1
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	...	...	68	242	...	...
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	...	...	2	13	1	7
Darjeeling-Himalayan (2′ 0″)	...	...	2	22	2	20
Other 2′ 6″ and 2′ 0″ gauges	1	2	54	186	...	1
Total 1918-19	924	19,336	11,198	1,45,057	2,745	52,375
Total 1917-18	545	11,150	11,149	1,44,528	3,796	77,998
Increase	379	8,186	49	529	...	...
Decrease	...	...	...	...	1,051	25,623

DIX 12—*contd.*

earnings therefrom during the financial year 1918-19.

railway in India and is therefore not the same as the total production and imports.]

VI

AND TARS.

(4) Myrabolams.		(5) Tanning barks.		(6) Turmeric.		(7) Others.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
38	39	40	41	42	43	44	45
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
87,411	3,98,356	10,820	55,797	7,775	81,816	634	9,557
494	4,781	9,467	96,665	5,692	1,02,622	1,285	24,744
...	...	...	...	3,659	23,191	548	4,227
11,063	68,290	18,883	76,236	3,415	42,159	5,556	44,221
28,180	2,36,593	25,934	1,17,579	20,189	3,63,575	2,879	33,532
18,589	1,08,202	65,223	4,69,228	28,293	2,26,276	1,069	13,250
692	5,350	5,439	31,472	3,021	25,041	6,589	42,672
1,117	15,855	9,034	25,846	8,662	1,18,780	6,774	68,278
393	3,149	4,684	12,896	2,461	22,716	789	5,080
3,051	17,440	9,159	50,000	5,579	39,829	1,813	15,912
2	14	96	333	166	1,513	10	179
878	2,794	1,596	4,445	4,662	42,662	748	9,356
...	...	...	...	57	288	68	718
40	155	584	2,781	150	670	62	294
667	7,088	9,823	40,942	3,620	38,888	1,546	15,582
92	1,087	1,863	17,866	1,722	14,753	98	1,154
...	...	...	...	...	...	...	...
64	252	199	690	159	622	131	521
171	1,739	3,305	16,197	1,069	9,798	3,600	14,537
11	52	...	...	29	138	39	253
146	680	2,129	10,159	508	3,143	3,908	15,394
12	53	...	...	77	272	90	810
21	87	...	...	69	292	38	150
690	1,761	477	1,103	18	68	10	28
73	219	2,614	5,885	1,707	12,695	93	479
12	79	78	404	120	593	22	131
66	258	391	1,414	362	1,236	84	386
15	78	10	58	120	886	6	42
...	...	...	...	11	230	53	741
417	601	2,013	5,959	325	847	175	657
98,800	8,75,004	183,821	10,43,955	103,717	11,75,554	38,712	3,17,325
82,184	6,73,797	168,411	9,04,840	98,501	9,92,311	34,718	2,87,709
16,616	2,01,207	15,410	1,39,115	5,216	1,83,243	3,994	29,616
...	...	...	...	...	...	...	...

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	VI—*concld.* DYES AND TANS—*concld.* TOTAL.		VII FODDER. (1) Oil-cake.		(2) Hay, straw and grass.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
46	47	48	49	50	51	52
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	57,444	5,55,656	8,545	44,440	42,247	1,86,835
Bombay, Baroda and Central India... ...	17,756	2,44,126	11,890	72,145	159,887	14,43,863
Eastern Bengal	4,798	32,593	14,657	52,396	8,982	23,548
East Indian	41,081	2,71,728	47,289	3,49,235	86,280	2,77,963
Great Indian Peninsula	78,732	7,86,268	22,375	1,27,651	319,753	23,90,134
Madras and Southern Mahratta	108,765	8,25,776	15,541	98,689	49,114	2,86,088
Nizam's Guaranteed State	15,851	1,05,514	5,513	34,806	12,976	58,489
North Western	26,811	2,45,412	32,439	1,47,725	330,261	37,27,130
Oudh and Rohilkhand	9,114	51,544	15,504	69,330	116,116	3,76,628
South Indian	20,135	1,30,308	40,073	2,66,822	4,300	60,970
3′ 3½″ gauge.						
Assam-Bengal	297	2,145	3,951	19,959	151	688
Bengal and North-Western	9,749	81,733	13,988	51,348	28,030	78,886
Bengal Dooars	125	1,006	2,107	16,371	1,010	2,740
Bhavnagar State	854	3,987	7,398	32,491	18,526	51,781
Bombay, Baroda and Central India	16,119	1,09,387	11,898	90,666	43,057	2,02,991
Burma	5,251	56,281	6,686	57,917	666	6,132
Dibru-Sadiya	...	...	...	...	...	...
Gondal-Porbandar State	561	2,108	1,855	4,583	10,108	27,997
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	8,387	48,327	880	4,667	15,322	1,52,716
Jamnagar	80	448	9	26	747	2,697
Jodhpur-Bikaner	6,739	29,839	1,123	4,408	22,315	1,26,711
Junagad State	186	673	173	451	8,173	15,582
Morvi	139	578	76	303	6,676	36,399
Mysore-Arsikere	1,177	3,062	106	449	...	...
Rohilkund and Kumaon	5,334	24,993	963	4,304	32,131	1,44,046
Udaipur-Chitorgarh	234	1,228	43	138	1,073	5,119
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	991	3,536	182	623	1,625	8,970
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	154	1,084	4,637	10,894	11	36
Darjeeling-Himalayan (2′ 0″)	68	1,013	482	3,512	6	55
Other 2′ 6″ and 2′ 0″ gauges	2,985	8,253	2,319	5,309	18,017	1,33,294
Total 1918-19	439,917	36,28,606	274,152	15,71,658	1,352,560	98,08,488
Total 1917-18	399,304	30,92,333	267,920	13,43,231	957,680	84,35,627
Increase	40,613	5,36,273	6,232	2,28,427	394,880	13,72,861
Decrease	...		...	...	...	...

DIX 12—*contd.*

earnings therefrom during the financial year 1918-19.

railway in India and is therefore not the same as the total production and imports.]

				VIII.		IX	
						Grain and pulse.	
(3) Bran.		Total.		Fruits and vegetables, fresh.		(1) Gram and pulse.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
53	54	55	56	57	58	59	60
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
7,158	84921	57,950	8,16,196	11,786	1,12,859	126,898	13,00,165
21,542	2,65,544	193,819	17,81,553	43,369	3,83,578	191,398	16,98,531
755	2,942	24,394	78,886	32,823	1,84,032	128,220	4,32,870
23,413	85,128	156,982	7,12,326	17,443	1,66,760	342,434	21,95,641
43,337	3,85,595	385,465	29,03,380	62,982	5,17,398	541,685	63,25,282
13,835	1,13,771	78,490	4,98,548	67,952	4,71,018	251,226	22,19,870
2,007	15,881	20,496	1,09,176	1,466	10,566	25,793	1,72,431
115,097	5,60,719	477,797	44,35,574	64,946	5,89,239	992,756	78,60,402
...	...	151,620	4,45,958	22,266	1,82,579	150,952	7,89,465
2,302	14,490	46,675	3,42,282	82,204	5,59,658	105,659	6,38,801
918	6,332	5,020	26,979	4,963	35,753	9,579	61,768
5,058	21,581	47,076	1,51,815	127,455	2,50,819	177,609	10,75,823
449	2,099	3,566	21,210	164	1,324	144	490
312	1,304	21,236	85,576	1,225	4,101	19,474	79,603
22,154	1,16,370	76,609	4,10,027	87,141	2,77,949	344,099	22,44,789
22,740	76,852	80,092	1,40,901	79,162	7,63,230	118,600	11,24,823
...	...	...	...	...	...	2,398	14,958
339	1,222	12,302	33,602	3,521	10,396	13,976	42,882
1,810	5,705	17,962	1,43,088	540	3,908	35,492	2,63,486
88	362	844	3,085	505	1,708	2,355	5,165
6,704	30,427	30,142	1,61,546	7,721	35,695	228,412	9,26,173
398	1,031	8,744	17,064	2,687	8,009	5,818	15,479
246	895	6,998	37,597	2,511	9,078	13,708	49,305
368	1,454	4741	11,903	203	676	6,234	19,275
890	2,666	38,984	1,51,016	6,449	4,45,525	47,180	1,69,236
60	399	1,176	5,656	135	796	595	2,429
13	61	1,820	9,654	30	99	10,835	38,116
...	...	4,648	10,930	957	5,255	12,728	34,273
32	628	520	4,195	954	5,485	997	3,912
185	402	20,521	1,39,005	3,984	11,236	16,037	43,596
292,210	17,98,796	1,918,922	1,31,78,927	687,541	49,99,334	3,917,891	2,98,60,044
227,688	13,55,105	1,453,288	1,11,33,963	738,768	45,21,727	3,352,833	2,50,50,806
64,522	4,43,693	465,634	20,44,964	...	4,77,607	565,058	42,09,238
...	...	...	...	51,224	...	...	...

134510

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	(2) Jawar and Bajra.		(3) Rice in the husk.		(4) Rice not in the husk.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
61	62	63	64	65	66	67
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	3,289	21,924	57,119	3,63,279	521,841	57,88,855
Bombay, Baroda and Central India	107,277	8,89,667	10,725	61,130	225,589	20,03,846
Eastern Bengal	...	...	160,034	5,25,690	268,014	8,09,048
East Indian	32,724	1,78,268	62,246	2,23,369	591,061	65,36,186
Great Indian Peninsula	146,572	13,54,503	2,145	13,954	596,105	62,03,789
Madras and Southern Mahratta	57,612	4,46,551	85,485	3,95,466	484,284	36,21,940
Nizam's Guaranteed State	32,445	1,77,133	2,958	19,642	78,969	5,60,083
North Western	57,704	4,23,107	29,427	85,951	206,450	14,78,613
Oudh and Rohilkhand	18,164	1,04,052	9,967	58,990	103,304	36,98,206
South Indian	6,925	34,567	120,470	6,17,566	373,657	21,61,132
3′ 3¾″ gauge.						
Assam-Bengal	...	...	37,491	1,84,309	71,519	4,51,079
Bengal and North-Western	5,411	28,713	118,212	6,33,910	309,656	23,71,782
Bengal Dooars	...	...	6,977	15,758	5,121	14,094
Bhavnagar State	25,943	1,00,231	154	360	23,735	1,23,475
Bombay, Baroda and Central India.	98,009	10,19,869	5,779	36,139	159,371	15,32,784
Burma	6,162	82,405	903,663	44,36,896	493,786	29,86,973
Dibru-Sadiya	...	...	...	...	26,787	1,42,553
Gondal-Porbandar State	22,930	77,169	165	673	25,452	77,955
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad Gadwal.	30,899	2,18,051	412	2,076	35,410	2,08,921
Jamnagar	3,364	9,576	...	...	6,997	21,356
Jodhpur-Bikaner	19,986	98,663	2,755	12,842	41,275	1,66,957
Junagad State	8,676	25,408	131	342	13,257	37,674
Morvi	16,258	66,336	53	189	15,031	56,939
Mysore-Arsikere	378	1,785	1,999	4,941	5,815	24,697
Rohilkund and Kumaon	7,518	23,408	21,019	89,833	50,635	2,28,149
Udaipur-Chitorgarh	51	97	...	2	634	2,537
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	10,792	54,596	166	540	2,611	11,116
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	1,606	5,254	188	360	2,969	8,676
Darjeeling-Himalayan (2′ 0″)	...	...	13,981	36,552	26,112	1,95,140
Other 2′ 6″ & 2′ 0″ gauge lines	12,526	59,340	4,368	8,656	11,304	25,995
Total 1918-19	733,216	55,15,673	1,656,089	78,29,414	4,842,801	3,85,60,543
Total 1917-18	858,215	55,16,337	1,438,911	64,85,393	3,275,547	2,14,12,610
Increase	...	...	217,178	13,44,021	1,567,254	1,71,47,936
Decrease	104,999	664	...	...	...	...

DIX 12—*contd.*

earnings therefrom during the financial year 1918-19.

railway in India and is therefore not the same as the total production and imports.]

IX—*concld.*

AND PULSE—*concld.*

(5) Wheat.		(6) Wheat flour.		(7) Others.		TOTAL.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
68	69	70	71	72	73	74	75
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
60,152	5,44,264	19,106	2,09,621	9,644	50,972	798,049	82,39,080
826,939	23,65,669	89,802	4,05,898	79,383	7,34,937	881,413	82,04,896
15,235	76,024	9,717	76,308	7,203	25,012	538,422	19,44,945
418,633	21,15,392	80,752	3,05,843	69,951	4,77,712	1,597,501	1,20,32,411
353,598	31,36,776	102,053	10,21,483	76,813	6,83,832	1,818,471	1,87,30,599
23,749	1,78,523	24,739	2,05,655	51,711	3,96,825	978,203	74,94,830
3,290	24,533	4,046	23,965	2,512	15,926	150,013	9,96,718
991,231	95,82,058	196,694	12,08,047	412,270	35,39,503	2,886,592	2,41,82,681
179,081	9,13,523	22,977	84,670	66,106	4,57,017	570,501	30,55,928
1,072	14,582	7,589	62,911	29,946	2,26,353	646,218	37,55,915
47	231	1,339	10,483	235	932	120,210	7,08,802
124,047	6,75,735	4,268	28,282	173,696	11,27,515	975,893	59,41,760
...	...	649	3,693	5,934	16,434	18,825	50,469
45,593	1,64,025	279	969	7,697	27,377	128,875	4,96,640
338,282	30,35,759	22,342	2,06,980	192,946	15,70,979	1,100,826	96,47,249
6,172	52,038	8,869	87,455	1,637	12,683	1,533,889	88,48,273
...	...	...	...	313	2,200	29,498	1,59,711
37,475	1,17,801	1,377	4,290	5,034	14,711	106,409	3,35,480
16,092	1,28,388	904	6,996	2,433	16,744	121,642	8,44,632
6,947	24,202	294	1,074	814	2,538	20,771	63,911
210,761	9,74,649	7,437	35,003	216,189	9,98,627	726,815	32,12,914
9,875	25,384	511	1,479	1,504	4,543	89,772	1,10,309
26,985	1,02,806	481	1,878	228	813	72,744	2,78,266
219	1,061	309	1,163	1,449	5,732	15,908	58,654
46,546	1,40,086	7,580	30,001	78,928	3,50,742	259,651	10,32,355
1,676	5,834	60	342	964	3,616	3,980	14,357
2,349	7,239	166	540	207	665	26,626	1,12,812
33,281	75,291	426	997	1,085	2,295	52,383	1,27,091
138	2,377	1,964	27,267	1,867	14,150	45,059	2,85,398
16,315	56,259	650	1,856	9,802	25,753	71,002	2,20,855
3,196,030	2,45,42,209	567,080	40,88,034	1,533,500	1,07,96,541	16,446,607	12,11,92,461
3,493,060	3,33,29,996	511,224	37,26,632	2,280,858	1,38,65,367	15,190,648	10,93,87,141
...	...	55,856	3,61,402	...	...	1,255,959	1,18,05,320
297,030	67,87,787	...	...	747,358	80,68,826	...	...

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	X. HIDES AND SKINS. (1) HIDES OF CATTLE. (a) Dressed or tanned. Quantity	(a) Dressed or tanned. Earnings.	(b) Raw. Quantity.	(b) Raw. Earnings.	(2) SKINS OF SHEEP, ETC. (a) Dressed or tanned. Quantity.	(a) Dressed or tanned. Earnings.	(b) Raw. Quantity.	(b) Raw. Earnings.
76	77	78	79	80	81	82	83	84
	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
5′ 6″ gauge.								
Bengal-Nagpur...	...	...	30,290	3,72,781	...	...	3,576	44,420
Bombay, Baroda and Central India	2	62	4,147	47,512	19	89	8,189	81,320
Eastern Bengal	...	...	31,294	1,72,989	...	...	2,967	18,370
East Indian	1,512	1,345	26,750	4,30,353	9	263	10,464	1,69,806
Great Indian Peninsula	1,679	84,576	17,721	2,87,055	407	12,831	18,818	2,67,299
Madras and Southern Mahratta	8,604	1,10,312	38,563	4,50,723	1,344	24,257	27,859	3,09,693
Nizam's Guaranteed State	5	52	3,855	34,411	...	...	2,724	29,477
North Western	25	233	23,460	3,01,543	26	421	23,345	2,35,926
Oudh and Rohilkhand	...	1	10,242	74,670	...	...	2,686	26,428
South Indian	4,371	61,059	9,235	71,805	1,287	15,829	8,397	86,528
3′ 3½″ gauge.								
Assam-Bengal	...	...	1,680	16,770	...	...	167	1,535
Bengal and North-Western...	...	...	7,954	75,067	...	...	2,846	18,354
Bengal Dooars	...	...	437	2,879	...	...	29	147
Bhavnagar State	...	...	119	606	...	...	105	637
Bombay, Baroda and Central India	13	27	3,077	35,530	1	4	3,961	50,101
Burma	2	19	11,568	1,28,624	...	...	46	627
Dibru-Sadiya	...	...	...	...	...	...	...	...
Gondal-Porbandar State	276	1,162	21	81	5	24	493	1,890
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	1	17	3,395	32,204	...	...	1,082	8,271
Jamnagar	...	...	36	162	...	...	44	377
Jodhpur-Bikaner	42	492	2,110	13,026	4	19	2,195	16,389
Junagad State	...	...	171	565	...	...	182	711
Morvi	138	604	1	7	518	2,559	1	3
Mysore-Arsikere	4	34	74	300	3	14	515	1,794
Rohilkund and Kumaon	...	...	1,705	8,488	...	...	371	1,941
Udaipur-Chitorgarh	...	...	18	87	...	...	162	968
2′ 6″ and 2′ 0″ gauges.								
Barsi Light (2′ 6″)	...	...	120	606	...	...	414	1,925
Shahdara (Delhi)-Saharanpur Light (2′ 6″). ...	29	95	381	2,808	...	...	11	56
Darjeeling Himalayan(2′6″)	...	...	812	6,648	...	...	114	507
Other 2′ 6″ & 2′ 0″ gauge lines	23	47	380	1,006	17	61	494	1,090
Total 1918-19	16,726	2,60,137	229,616	25,68,706	3,640	56,871	121,257	13,76,530
Total 1917-18	11,586	1,58,983	202,170	22,43,555	5,292	63,156	110,494	11,24,795
Increase	5,140	1,01,154	27,446	3,25,151	...	...	10,763	2,51,735
Decrease	...	...	...	...	1,652	6,285	...	...

DIX 12—*contd.*

earnings therefrom during the financial year 1918-19.

railway in India and is therefore not the same as the total production and imports.]

	XI.		XII.		XIII.	
					Jute.	
Total.	Horns.		Hemp (Indian) and other fibres excluding jute.		(1) Raw.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
85	86	87	88	89	90	91	92
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
33,866	4,17,201	300	2,259	17,601	1,54,972	20,786	1,10,464
12,357	1,28,983	99	1,268	8,785	51,831	65	2,017
34,231	1,91,359	181	736	30,412	29,177	9,17,567	69,47,618
38,735	6,01,767	626	8,023	40,959	3,89,304	60,823	2,38,851
38,625	6,51,761	760	6,740	8,890	98,432	99	1,168
75,870	8,94,925	797	6,208	7,494	86,659	2,450	23,399
6,584	68,940	270	2,165	914	7,158	55	738
46,856	5,39,123	386	5,000	1,654	16,686	33	251
12,928	1,01,099	870	8,558	12,879	52,713	56	210
23,250	2,35,221	174	1,563	5,581	49,916	114	569
1,847	18,305	17	234	527	3,021	96,246	3,89,357
10,300	93,421	182	1,142	13,256	97,199	9,715	69,508
466	3,026	59	242	...	...	13,450	55,091
224	1,343	1	4	...	...	2	8
7,052	85,662	44	359	3,191	12,168	409	4,283
11,616	1,28,670	6	66	...	...	23	229
...	...	...	...	...	...	...	...
795	3,157	3	9	2	7	...	1
4,478	40,492	79	660	403	2,430	13	145
80	539	...	...	...	...	...	4
4,351	29,926	...	5	67	422	77	347
353	1,276	7	33	...	...	...	...
658	3,173	...	1	9	40	1	6
596	2,142	5	24	...	...	2	9
2,076	10,429	70	356	6,415	20,675	216	1,311
180	1,055	1	10	3	21	...	...
534	2,531	4	11	129	808	...	...
421	2,959	6	19	241	923	...	...
926	7,155	1	12	...	...	7,746	35,748
914	2,204	20	80	110	328	5	7
571,239	42,61,744	4,918	42,757	163,774	10,74,890	1,134,953	78,79,419
329,542	35,90,489	4,188	29,532	156,450	8,24,686	1,182,857	63,72,880
41,697	6,71,255	735	13,225	7,324	2,50,204	...	15,06,539
...	...	...	...	...	...	47,904	...

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	XIII—*concld.* JUTE—*concld.* (2) Gunny bags and cloth.		XIII—*concld.* JUTE—*concld.* TOTAL.		XIV. Lac.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
93	94	95	96	97	98	99
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	54,121	8,87,304	74,907	9,97,788	12,086	1,50,992
Bombay, Baroda and Central India	14,901	1,43,460	14,966	1,45,477	355	5,928
Eastern Bengal	55,482	1,92,481	973,049	71,40,099	1,394	17,731
East Indian	143,045	18,53,153	203,868	20,91,984	13,333	2,18,474
Great Indian Peninsula	59,268	9,84,725	59,367	9,85,908	1,607	27,184
Madras and Southern Mahratta	28,292	3,10,244	30,742	3,33,534	93	1,272
Nizam's Guaranteed State	3,232	30,762	3,287	31,545	12	81
North Western	85,268	7,68,365	86,001	7,68,616	486	8,567
Oudh and Rohilkhand	17,365	1,47,464	17,421	1,47,674	231	1,630
South Indian	16,803	1,47,908	16,917	1,48,767	423	2,881
3′ 3½″ gauge.						
Assam-Bengal	1,513	12,253	97,759	4,01,590	730	3,799
Bengal and North-Western	26,475	2,13,890	36,190	2,77,458	757	7,401
Bengal Doors	443	1,962	18,893	60,853	...	...
Bhavnagar State	1,264	4,823	1,266	4,831	8	25
Bombay, Baroda and Central India	23,162	1,97,095	23,571	2,01,377	295	4,033
Burma	24,635	1,32,593	24,658	1,32,822	694	13,045
Dibru-Sadiya	...	...	...	...	...	...
Gondal-Porbandar State	1,072	4,051	1,072	4,052	2	6
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	2,673	21,874	2,686	22,019	21	123
Jamnagar	120	443	120	447	...	3
Jodhpur-Bikaner	17,352	85,703	17,429	86,050	323	1,146
Junagad State	457	1,446	457	1,446	...	...
Morvi	456	1,962	457	1,968	10	38
Mysore-Arsikere	296	1,107	298	1,116	...	...
Rohilkund and Kumaon	4,092	15,570	4,308	16,881	71	279
Udaipur-Chitorgarh	127	709	127	709	2	15
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	1,171	5,350	1,171	5,350	...	...
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	1,001	3,960	1,001	3,960	2	13
Darjeeling Himalayan (2′ 0″)	995	6,545	8,741	42,293	...	...
Other 2′ 6″ & 2′ 0″ gauge lines	1,319	4,274	1,324	4,281	17	79
Total 1918-19	587,100	61,81,476	1,722,053	1,40,60,895	32,952	4,64,745
Total 1917-18	494,616	46,43,463	1,677,473	1,10,16,343	43,961	5,66,763
Increase	92,484	15,38,013	44,580	30,44,552	...	...
Decrease	...	...	...	...	11,009	1,02,018

DIX 12—*contd.*

earnings therefrom during the financial year 1918-19.

railway in India and is therefore not the same as the total production and imports.]

XV.						XVI.			
LEATHER.						LIQUORS.			
(1) Unwrought.		(2) Wrought, excepting boots and shoes.		TOTAL.		(1) Ale and beer.		(2) Wines and spirits of all kinds including country spirits.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
100	101	102	103	104	105	106	107	108	109
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
2,328	24,336	...	...	2,328	24,336	533	5,792	3,970	33,810
2,187	35,932	533	9,324	2,720	45,256	650	17,381	8,582	78,149
26	124	23	68	49	192	310	4,027	1,707	21,810
3,041	63,234	837	16,441	3,878	79,675	6,657	95,362	7,821	1,13,149
2,991	76,311	684	12,573	3,675	88,884	8,234	1,09,529	12,334	1,54,439
4,418	73,768	7,188	1,35,415	11,606	2,09,183	5,564	58,891	8,796	71,667
2,953	34,340	116	1,665	3,069	36,005	899	8,623	254	5,364
3,248	51,519	610	10,475	3,858	61,994	9,849	1,00,319	5,400	1,07,084
253	1,925	60	726	313	2,651	2,872	34,723	2,504	26,151
243	2,618	274	3,084	517	5,702	5,563	68,237	6,211	56,080
4	45	1	16	5	61	111	1,291	681	6,852
190	1,064	40	348	230	1,412	36	346	2,248	20,788
...	...	...	...	...	...	16	208	499	4,212
150	866	17	74	167	940	...	...	85	344
1,337	13,209	195	2,456	1,532	15,665	1,191	22,460	2,683	36,571
334	4,558	38	759	372	5,317	1,396	12,026	993	18,973
...	...	...	...	...	...	...	...	...	...
78	399	2	16	80	415	...	...	5	21
362	938	225	1,664	587	2,602	27	344	22	314
9	49	4	7	13	56	...	1	...	...
638	6,425	140	985	778	7,410	4	39	1,130	12,060
16	59	1	5	17	64	...	...	...	...
271	1,673	18	101	289	1,774	3	13	40	223
...	...	1	3	1	3	...	...	56	206
4	27	32	173	36	200	118	539	524	3,095
9	55	2	14	11	69	...	...	3	42
3	11	89	566	92	577	...	...	1	4
69	320	...	2	69	322	...	...	1	5
2	30	...	16	2	46	523	3,502	230	6,016
30	121	30	192	60	313	1	4	495	2,127
25,194	3,93,956	11,169	1,97,168	36,354	5,91,124	46,577	5,48,657	67,275	7,79,951
29,851	4,37,659	7,400	1,24,791	37,251	5,62,450	44,688	4,94,363	61,586	6,98,429
...	...	3,760	72,377	...	28,674	1,889	49,294	5,689	81,522
4,657	43,703	...	...	897	...	...	...	...	...

APPEN

Principal commodities carried by railways and the

(The total quantity of each commodity represents the total weight conveyed over each

Railway system.	XVI—*concld.*					
	Liquors—*concld.*					
	(3) All other sorts including toddy and fermented liquor other than ale and beer.		Total.		(1) Brass, unwrought.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
110	111	112	113	114	115	116
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	...	...	4,503	39,602	724	9,956
Bombay, Baroda and Central India ...	18	72	9,250	95,552	610	13,004
Eastern Bengal	...	...	2,017	25,837	408	3,196
East Indian	11	127	16,489	2,08,638	4,789	53,688
Great Indian Peninsula	322	2,455	20,890	2,66,473	1,442	18,142
Madras and Southern Mahratta	9,996	55,544	24,356	1,86,182	598	6,899
Nizam's Guaranteed State	2,143	19,466	3,296	33,453	68	633
North Western	408	2,772	15,652	2,10,175	369	4,106
Oudh and Rohilkhand	132	565	5,508	61,439	1,028	10,685
South Indian	1,234	6,748	13,128	1,31,065	472	4,688
3′ 3½″ gauge.						
Assam-Bengal	...	...	792	8,143	32	355
Bengal and North-Western	...	...	2,284	21,084	1,572	14,039
Bengal Dooars	...	...	515	4,420	...	...
Bhavnagar State	...	...	85	444	118	514
Bombay, Baroda and Central India ...	3	5	3,877	59,336	621	6,628
Burma	884	3,198	3,273	34,202	74	848
Dibru-Sadiya	619	4,885	619	4,885	...	...
Gondal-Porbandar State	158	611	158	632	47	175
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad Gadwal.	1,608	13,164	1,657	13,822	45	355
Jamnagar	44	220	44	221	3	19
Jodhpur-Bikaner	1	6	1,135	12,105	13	114
Junagad State	121	427	121	427	8	25
Morvi	...	...	43	241	9	39
Mysore-Arsikere	611	1,961	667	2,189	9	57
Rohilkund and Kumaon	...	...	642	3,634	64	339
Udaipur-Chitorgarh	...	1	3	44	...	...
2′ 6″ & 2′ 0″ gauges.						
Barsi Light (2′ 6″)	142	682	143	686	14	56
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	18	73	19	78	29	110
Darjeeling Himalayan (2′ 0″)	...	...	753	9,520	14	279
Other 2′ 6″ & 2′ 0″ gauge lines	84	525	580	2,656	7	31
Total 1918-19	18,647	1,13,507	132,499	14,37,115	13,187	1,46,385
Total 1917-18	19,435	1,19,416	125,709	13,12,208	12,764	1,56,593
Increase	...	...	6,790	1,24,907	423	...
Decrease	788	5,909	...	...	...	10,208

DIX 12—*contd.*

earnings therefrom during the financial year 1918-19.

railway in India and is therefore not the same as the total production and imports.]

XVII

METALS.

(2) Brass, manufactures.		(3) Copper, unwrought.		(4) Copper, manufactures.		(5) Iron and Steel. Unwrought (dust, slag, pig and old for re-manufacture).	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
117	118	119	120	121	122	123	124
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1,341	18,876	458	6,674	329	7,613	33,579	1,13,975
492	10,550	441	9,715	264	6,766	1,544	16,991
3,362	11,743	3,159	2,448	520	4,457	31	326
2,967	48,756	457	7,681	506	12,129	44,769	2,40,838
1,306	23,811	754	9,396	667	10,063	19,241	1,97,382
591	7,314	269	3,511	131	2,464	6,932	57,413
89	1,014	132	1,090	28	261	820	6,320
506	6,893	260	4,476	557	8,013	4,525	43,329
871	9,640	24	138	57	446	1,228	9,468
849	8,814	75	864	57	643	9,582	65,725
166	1,922	3	27	21	183	446	3,659
1,206	12,265	92	788	116	876	1,232	7,931
40	252	...	...	1	9	...	...
145	688	66	283	73	280	95	390
688	7,776	207	3,081	112	1,254	1,138	8,150
222	3,678	32	628	263	9,163	646	4,796
...	...	...	...	...	...	7,356	35,530
71	355	10	54	23	110	19	63
111	2,101	7	48	19	178	49	858
5	28	3	12	6	17	...	...
48	434	15	42	52	389	572	2,847
17	68	8	25	17	63	...	...
15	81	3	7	13	70	15	37
9	53	3	11	2	25	11	22
474	2,815	7	24	32	201	523	1,865
3	21	...	6	1	7	65	409
51	249	13	51	22	116	77	176
45	179	4	12	1	4	180	591
29	203	2	13	6	79	28	273
51	265	2	9	4	14	134	486
15,730	1,79,839	6,516	51,064	3,900	65,868	134,687	8,19,650
15,299	1,75,522	6,466	53,442	5,211	76,209	170,942	9,69,034
431	4,317	50	...	...	...	...	...
...	...	...	2,378	1,311	10,321	36,105	1,49,184

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	(5) Iron and Steel—*concld.*					
	Wrought.					
	(*a*) Bars, sheets, girders and other commercial forms of iron and steel.		(*b*) Machinery and millwork.		(*c*) Other manufactures including hardware and cutlery.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
125	126	127	128	129	130	131
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	74,965	4,94,604	14,810	1,24,689	17,353	2,78,895
Bombay, Baroda and Central India.... ...	10,100	1,38,788	7,929	99,546	8,492	1,12,655
Eastern Bengal	39,122	96,719	4,464	24,211	16,679	89,614
East Indian	52,769	5,13,879	10,221	1,23,928	39,177	4,85,045
Great Indian Peninsula	50,258	6,85,979	12,256	1,81,485	22,270	3,45,218
Madras and Southern Mahratta	16,572	1,68,924	7,620	98,509	15,775	2,26,019
Nizam's Guaranteed State	2,682	18,645	655	5,450	2,849	21,631
North Western	27,346	2,90,601	5,690	59,889	19,066	2,50,308
Oudh and Rohilkhand	2,436	13,553	1,044	7,239	8,152	44,030
South Indian	10,419	78,875	3,356	39,336	6,300	62,756
3′ 3½″ gauge.						
Assam-Bengal	1,201	9,919	1,697	16,391	2,994	25,309
Bengal and North-Western	1,721	13,508	2,280	14,589	4,124	28,334
Bengal Dooars	1,511	18,132	381	6,112	...	...
Bhavnagar State	555	2,144	609	2,456	651	2,807
Bombay, Baroda and Central India	7,467	72,244	3,839	34,253	5,216	42,678
Burma	3,037	30,931	4,244	37,472	5,796	63,488
Dibru-Sadiya	...	...	...	...	...	...
Gondal-Porbandar State	194	825	371	1,293	915	3,198
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	508	4,536	399	2,713	1,756	19,891
Jamnagar	41	137	58	207	242	967
Jodhpur-Bikaner	2,224	13,723	450	2,254	2,259	14,134
Junagad State	246	818	215	917	125	340
Morvi	351	1,357	210	808	299	1,301
Mysore-Arsikere	52	134	61	227	103	402
Rohilkund and Kumaon	1,514	8,159	453	3,867	1,436	7,193
Udaipur-Chitorgarh	95	438	29	133	37	229
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	339	1,553	84	319	271	1,197
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	71	288	67	308	133	524
Darjeeling Himalayan (2′ 0″)	3	61	53	475	1,073	14,319
Other 2′ 6″ & 2′ 0″ gauge lines	474	1,425	354	1,675	436	2,283
TOTAL 1918-19	308,273	26,80,394	83,899	8,90,751	183,979	21,44,765
TOTAL 1917-18	313,707	31,14,739	81,296	9,05,590	180,269	19,94,208
INCREASE	...	...	2,603	...	3 710	1,50,557
DECREASE	5,434	4,34,345	...	14,839	...	...

DIX 12—*contd.*

earnings therefrom during the financial year 1918-19.

railway in India and is therefore not the same as the total production and imports.]

XVII—*concld.*						XVIII.	
METALS—*concld.*						MINERAL SUBSTANCES.	
(6) Metallic ores.		(7) Others.		TOTAL.		(1) Marble and stone.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
132	133	134	135	136	137	138	139
Tons. 862,008	Rs. 30,64,239	Tons. 4,634	Rs. 66,530	Tons. 1,010,201	Rs. 41,83,051	Tons. 41,217	Rs. 79,510
31,284	1,33,557	3,602	47,510	64,708	5,89,082	116,143	3,06,585
...	...	29,054	95,316	96,799	3,28,030	47,426	42,431
8,559	76,685	7,240	1,15,226	171,474	16,77,805	328,016	7,39,563
107,747	8,06,509	7,182	1,16,417	223,123	23,94,402	283,013	11,02,422
23,911	1,78,104	8,976	1,20,038	81,375	8,69,195	81,323	2,93,090
...	...	714	7,306	8,037	62,353	103,616	1,92,861
16,491	1,50,906	6,496	46,755	81,306	8,65,278	430,402	4,48,039
2	10	3,474	41,596	18,316	1,37,005	42,526	58,157
40	351	6,632	62,201	37,782	3,23,953	124,449	1,78,377
...	...	4,113	40,108	10,673	97,873	10,707	31,478
...	...	6,330	52,546	18,673	1,44,876	9,963	34,851
...	...	1,614	21,127	3,547	45,632	4,589	6,491
...	...	150	735	2,462	10,397	24,076	3,872
19	294	2,199	22,961	21,456	1,99,319	100,927	2,28,152
31,272	51,655	19,512	2,98,462	65,098	5,01,121	130,196	1,54,248
...	...	1,561	11,563	8,017	47,093	3,724	6,389
2	10	120	307	1,772	6,830	122,813	1,17,782
...	...	196	1,553	3,090	31,228	5,920	19,879
...	...	10	52	368	1,439	4,734	11,314
7	50	1,181	7,737	6,821	41,724	59,495	1,46,216
...	...	...	...	636	2,251	49,861	37,606
...	...	82	362	997	4,062	12,569	11,480
...	...	56	215	306	1,146	573	1,091
...	...	602	2,886	5,105	27,349	9,518	11,464
...	...	67	415	297	1,658	1,002	2,022
...	...	154	520	1,025	4,237	1,251	4,648
...	...	102	459	632	2,470	1,233	2,707
46	449	8	50	1,262	16,201	15	409
31,246	40,600	270	1,149	32,978	47,987	91,865	1,07,902
1,112,584	45,03,419	116,331	11,32,102	1,979,236	1,26,64,457	2,243,161	44,10,888
1,174,060	48,43,566	110,098	10,62,496	2,070,112	1,33,51,399	2,049,635	39,21,088
...	...	6,233	1,19,606	...	...	1,93,526	4,89,800
61,476	3,40,147	...	...	90,876	6,86,942	...	...

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	XVIII—*concld.* MINERAL SUBSTANCES—*concld.* (2) Chalk and lime.		(3) Others.		TOTAL.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
140	141	142	143	144	145	146
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	323,265	6,33,466	2,397	21,538	366,879	7,34,559
Bombay, Baroda and Central India	16,422	60,694	3	22	132,568	3,67,301
Eastern Bengal	48,513	92,061	...	...	95,939	1,84,492
East Indian	250,046	10,01,622	5,189	58,319	583,251	17,99,504
Great Indian Peninsula	71,464	1,46,601	631	13,448	355,108	12,62,471
Madras and Southern Mahratta	44,453	89,522	3,779	20,296	129,555	4,92,910
Nizam's Guaranteed State	579	5,363	...	9	104,195	1,98,283
North Western	49,398	1,98,879	102	376	479,902	6,47,294
Oudh and Rohilkhand	62,818	70,309	29,592	24,314	134,936	1,52,780
South Indian	14,072	67,753	3,251	18,172	141,772	2,64,822
3′ 3½″ gauge.						
Assam-Bengal	10,240	36,780	53	421	21,000	68,679
Bengal and North-Western	34,450	70,631	36	698	44,449	1,06,180
Bengal Dooars	2,418	21,610	305	1,684	7,312	29,785
Bhavnagar State	17,412	28,027	...	...	41,488	61,751
Bombay, Baroda and Central India	13,890	43,946	2	28	113,819	3,72,126
Burma	26,738	99,623	1	16	156,935	2,53,887
Dibru-Sadiya	7,178	28,034	8	70	10,910	34,493
Gondal-Porbandar State	26,561	87,421	...	...	149,378	2,05,203
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	227	1,076	...	...	6,147	20,955
Jamnagar	627	1,640	23	65	5,384	13,019
Jodhpur-Bikaner	20,474	34,330	4	69	79,978	1,80,515
Junagad State	2,854	3,037	1,241	2,407	53,959	43,050
Morvi	134	341	2	9	12,705	11,330
Mysore-Arsikere	24	38	387	1,178	964	2,307
Rohilkund and Kumaon	5,809	8,348	...	...	15,827	20,307
Udaipur-Chitorgarh	35	74	...	...	1,037	2,096
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	5	25	...	...	1,256	4,673
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	1,263	3,426	...	...	2,496	6,133
Darjeeling Himalayan (2′ 0″)	1,331	10,726	...	...	1,346	11,135
Other 2′ 6″ & 2′ 0″ gauge lines	42,772	62,289	80,008	1,19,723	214,645	2,89,914
Total 1918-19	1,094,472	29,08,087	126,997	2,82,929	3,464,680	76,01,904
Total 1917-18	1,014,296	25,68,000	147,799	3,18,471	3,211,730	68,07,559
Increase	80,176	3,40,087	...	...	252,900	7,94,345
Decrease	...	...	20,802	35,542	...	...

DIX 12—*contd.*

earnings therefrom during the financial year 1918-19.

railway in India and is therefore not the same as the total production and imports.]

XIX							
Oils.							
(1) Kerosene.		(2) Castor.		(3) Cocoanut.		(4) Mustard and rape.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
147	148	149	150	151	152	153	154
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
43,735	7,09,136	1,859	14,889	4,438	53,604	2,818	22,024
33,135	4,41,543	5,303	46,911	3,650	81,004	383	4,646
212,182	5,18,260	92	620	1,605	13,254	11,486	55,266
106,801	12,86,585	2,542	21,748	1,857	17,655	8,744	1,04,193
84,341	10,74,128	2,851	29,764	6,564	78,196	195	2,455
91,270	10,70,359	4,304	38,516	11,648	1,28,882	15	153
7,004	63,308	1,711	10,748	120	1,222	...	...
43,762	10,65,183	869	8,397	5,909	1,02,935	4,058	35,184
22,921	1,56,883	1,393	9,617	274	1,385	2,295	18,883
52,135	6,50,704	1,719	11,095	13,573	1,57,137	95	765
74,092	3,35,958	45	405	118	1,031	1,974	12,923
32,327	1,90,746	727	5,274	199	1,818	3,167	18,120
3,193	13,426	4	58	76	416	784	4,198
3,832	13,169	195	640	189	754	331	775
15,163	82,401	1,014	6,689	992	8,598	1,905	16,239
30,089	3,26,158	923	12,086	1,224	12,636	107	1,718
...	...	...	...	...	...	...	...
4,210	16,847	74	275	149	531	1	2
4,632	36,801	273	1,797	466	3,774	...	...
883	2,539	10	33	90	239	...	...
5,950	54,897	183	834	2,275	17,827	193	1,761
2,251	6,179	150	425	74	272	...	...
2,660	10,393	66	174	112	460	23	73
719	2,387	37	118	5	24	...	...
2,353	13,343	61	421	2	7	601	3,095
294	1,715	8	24	8	43	1	5
1,490	6,543	6	27	231	1,106	...	...
267	887	2	7	5	35	22	58
1,304	12,638	59	626	13	156	803	8,726
1,863	5,018	205	536	47	127	219	486
888,817	81,67,134	26,176	2,22,584	69,973	6,84,598	40,260	3,08,381
941,843	82,08,064	29,162	2,49,951	68,948	7,41,337	54,395	3,72,800
...	...	...	...	...	...	...	...
53,026	35,930	2,986	27,367	7,975	56,744	14,115	64,419

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	XIX—*concld.* Oils—*concld.* (5) Others.		Total.		(1) Castor.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
155	156	157	158	159	160	161
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	15,607	2,15,997	67,957	10,15,650	4,691	45,411
Bombay, Baroda and Central India	15,099	1,56,093	57,570	7,30,197	26,470	2,42,449
Eastern Bengal	3,133	11,084	228,498	5,98,484	375	2,765
East Indian	7,795	1,04,439	127,739	15,34,620	26,512	1,87,779
Great Indian Peninsula	33,719	5,17,269	127,670	17,01,612	44,527	4,00,098
Madras and Southern Mahratta	42,532	5,28,032	152,778	17,65,842	28,631	1,83,905
Nizam's Guaranteed State	2,677	19,976	11,512	95,254	48,155	3,45,996
North Western	13,933	2,35,011	68,531	14,46,710	9,313	62,183
Oudh and Rohilkhand	4,043	47,371	30,926	2,29,169	3,234	15,666
South Indian	35,722	2,58,982	108,244	10,78,683	9,091	31,981
3′ 3½″ gauge.						
Assam-Bengal	840	7,437	77,069	3,57,754	83	454
Bengal and North-Western	636	4,723	37,056	2,20,176	7,553	30,881
Bengal Dooars	139	1,956	4,196	20,054	...	...
Bhavnagar State	1,361	4,625	5,908	19,963	3,157	10,573
Bombay, Baroda and Central India ...	3,942	26,957	23,016	1,42,864	25,021	82,318
Burma	15,253	1,20,991	47,536	4,73,539	13	60
Dibru-Sadiya	15,826	55,761	15,826	55,761	...	...
Gondal-Porbandar State	760	2,497	5,194	20,152	5,816	18,806
Hyderabad Godavari, Valley Hingoli Branch and Secunderabad-Gadwal.	1,349	8,863	6,720	51,235	10,787	29,624
Jamnagar	88	388	1,071	3,229	1,336	3,904
Jodhpur-Bikaner	2,749	13,482	11,350	88,404	12,709	51,544
Junagad State	414	1,225	2,889	8,101	4,71	1,473
Morvi	416	1,436	3,277	12,476	776	2,719
Mysore-Arsikere	191	662	952	3,191	155	654
Rohilkund and Kumaon	421	5,332	4,438	21,198	3,625	12,385
Udaipur-Chitorgarh	88	206	349	1,993	...	1
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	1,453	5,411	3,240	13,092	11	38
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	31	146	327	1,133	...	...
Darjeeling Himalayan (2″ 0′)	390	5,599	2,620	27,740	...	...
Other 2′ 6″ & 2″ 0′ gauge lines	764	2,191	3,098	8,358	6,143	10,283
Total 1918-19	221,321	23,64,142	1,237,567	1,17,46,834	278,655	17,78,950
Total 1917-18	272,240	27,95,682	1,366,588	1,23,62,834	330,852	22,00,614
Increase	...	...	...	...	...	...
Decrease	50,919	4,31,540	129,021	616,000	52,197	4,26,664

DIX 12—*contd.*

earnings therefrom during the financial year 1918-19.

railway in India and is therefore not the same as the total production and imports.]

XX

OIL-SEEDS.

(2) Earthnuts.		(3) Linseed.		(4) Poppy.		(5) Rape and mustard.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
162	163	164	165	166	167	168	169
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
36,131	4,25,797	27,899	2,87,398	834	5,804	14,721	1,32,458
5,514	44,490	25,240	2,87,021	3,660	42,111	16,906	1,83,074
...	...	6,822	27,867	...	...	50,056	1,98,666
1,203	7,129	181,526	12,27,655	6,820	50,957	178,530	20,40,866
35,618	4,54,820	189,124	22,77,319	4,565	49,594	10,017	97,114
97,839	10,58,258	4,373	35,078	1,155	10,142	3,338	27,920
6,746	70,938	4,601	15,980	136	999	133	981
1,073	17,317	23,168	1,48,331	766	6,574	237,554	22,74,551
521	5,235	35,143	1,46,314	6,384	31,685	21,590	91,611
59,857	4,43,807	25	83	73	583	1,463	9,803
10	65	13	51	11	41	3,269	26,750
68	493	136,181	6,22,657	1,423	7,926	34,089	1,88,630
...	...	...	...	...	...	1,661	3,173
1,937	7,358	...	...	12	75	111	313
2,935	22,614	31,439	1,60,165	5,111	39,607	44,184	4,12,571
6,049	73,882	1	14	...	8	14	191
...	...	...	...	...	...	...	...
3,816	15,063	...	...	4	11	185	531
775	7,386	21,807	1,44,775	60	532	56	359
407	1,364	...	...	31	106	6	20
214	1,359	23,434	1,09,096	36	160	7,791	29,671
488	1,666	...	...	1	2	4	21
304	1,374	4	16	32	115	38	143
90	449	...	...	25	72	122	379
116	949	4,373	16,731	2,037	4,314	5,541	22,298
13	106	2	5	26	83	139	720
8,654	30,804	7,791	36,724	16	60	52	301
16	94	...	1	2	11	1,053	2,751
61	1,169	...	...	...	...	219	949
773	3,452	3,282	8,785	11	54	1,606	4,500
271,218	26,97,488	781,248	55,52,063	33,231	2,51,126	634,442	57,51,070
398,561	34,83,614	356,901	28,39,350	40,450	2,89,373	478,206	37,18,234
...	...	374,347	27,12,713	...	...	156,236	20,32,786
127,343	7,86,176	...	...	7,219	38,247	...	...

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	XX.—*concld.*						XXI.	
	Oil-seeds—*concld.*							
	(6) Til or jinjili.		(7) Others.		Total.		Opium.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
170	171	172	173	174	175	176	177	178
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	12,774	75,129	17,206	1,38,752	114,256	11,10,249	186	6,076
Bombay, Baroda and Central India ...	21,684	1,87,983	93,531	6,73,262	193,007	16,60,390	52	1,330
Eastern Bengal	239	1,379	1,644	8,127	59,136	2,38,804	61	1,981
East Indian	7,433	51,666	48,700	3,45,669	450,724	39,11,721	3,199	75,993
Great Indian Peninsula	35,104	3,57,682	150,328	14,62,467	469,278	50,99,094	361	22,250
Madras and Southern Mahratta	28,154	3,04,771	89,184	7,89,675	252,674	24,09,746	51	2,181
Nizam's Guaranteed State	6,330	46,589	9,171	52,144	75,272	5,33,627	...	...
North Western	10,820	80,964	29,761	204,681	312,455	27,94,601	129	3,450
Oudh and Rohilkhand	5,513	31,405	32,429	1,79,691	104,814	5,01,607	794	18,589
South Indian	26,057	1,91,918	1,001	7,344	97,567	6,85,516	10	373
3′ 3½″ gauge.								
Assam-Bengal	915	4,233	95	442	4,896	31,636	18	196
Bengal and North-Western	2,899	18,932	4,240	22,641	186,448	8,92,210	4,355	53,311
Bengal Doors	...	...	45	140	1,706	8,313	...	...
Bhavnagar State	4,746	19,880	28,791	1,00,805	[illegible]	1,29,004	3	18
Bombay, Baroda and Central India ...	21,255	1,76,127	94,047	5,44,608	223,992	14,38,010	603	25,920
Burma	8,001	46,770	3,493	11,236	17,571	1,32,161	33	565
Dibru-Sadiya	...	...	...	...	...	...	...	...
Gondal-Porbandar State	4,628	13,267	35,772	1,20,232	50,221	1,67,910	3	24
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	1,224	7,892	20,038	159,508	54,747	3,50,076	...	...
Jamnagar	833	2,436	6,730	12,573	9,343	20,403	...	...
Jodhpur-Bikaner	7,145	33,540	*22,562	†66,023	78,891	2,91,393	13	242
Junagad State	1,247	3,971	23,973	84,015	26,184	91,143	...	...
Morvi	3,876	16,539	17,480	61,378	22,510	82,289	21	240
Mysore-Arsikere	216	861	455	2,055	1,063	4,47(	...	...
Rohilkund and Kumaon	1,455	4,976	2,391	4,777	19,538	66,430	116	2,148
Udaipur-Chitorgarh	46	184	674	2,308	890	3,402	43	309
2′ 6″ and 2′ 0″ gauges.								
Barsi Light (2′ 6″)	178	649	7,382	34,944	24,084	1,08,520	5	41
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	175	743	2,717	7,969	3,963	11,569	...	...
Darjeeling Himalayan (2′ 0″)	...	...	...	...	280	2,018	...	20
Other 2′ 6″ & 2′ 0″ gauge lines	1,297	4,446	5,524	11,865	18,638	43,385	1	16
Total 1918-19	214,244	16,84,932	749,364	51,09,326	2,912,402	2,28,19,903	10,027	2,15,273
Total 1917-18	215,280	13,36,659	549,218	37,46,819	2,369,468	1,76,14,713	11,206	2,67,603
Increase	...	3,48,273	200,146	13,62,507	542,934	52,05,192	...	...
Decrease	1,036	...	...	...	...	...	1,179	52,330

* Includes 20,223 tons of cotton seeds.
† Includes Rs. 60,182 for cotton seeds.

DIX 12—*contd.*

earnings therefrom during the financial year 1918-19.

railway in India and is therefore not the same as the total production and imports.]

XXII.		XXIII.							
				Provisions.					
Paper and pasteboard.		(1) Dried fruits and nuts.		(2) Ghee.		(3) Others.		Total.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
179	180	181	182	183	184	185	186	187	188
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
3,196	70,591	18,159	2,67,928	3,558	50,217	19,545	3,05,283	41,262	6,23,428
1,868	37,372	38,219	4,72,250	13,675	1,93,029	34,803	2,77,517	86,697	9,42,796
16,065	26,619	2,620	13,172	714	6,097	3,848	29,196	7,182	43,465
15,094	2,08,997	9,628	1,33,733	19,404	2,37,082	90,049	10,45,911	119,681	14,16,726
6,088	1,06,102	59,413	7,22,293	18,858	2,36,180	68,613	7,26,706	146,884	16,85,179
4,821	79,803	90,387	7,89,314	10,540	1,17,615	39,537	3,59,130	140,464	12,16,059
326	2,543	17,854	1,48,789	838	11,660	2,800	22,339	21,492	1,82,788
4,872	77,761	36,618	6,21,627	22,882	1,94,492	23,106	2,15,245	82,606	10,31,364
3,882	42,004	2,669	18,394	5,672	39,182	3,599	40,999	11,840	98,575
2,423	42,557	2,201	38,118	2,613	30,600	50,070	4,43,990	54,884	5,12,708
407	4,392	776	9,666	175	2,443	2,750	24,709	3,701	37,018
2,942	10,103	1,677	20,003	6,732	66,772	7,852	49,043	16,261	1,35,818
33	256	...	...	11	88	880	5,488	891	5,576
30	145	1,726	6,738	1,268	6,758	3,569	13,723	6,563	27,219
1,167	14,430	19,230	1,86,706	12,776	1,23,817	13,806	92,302	45,844	4,02,827
236	3,842	718	7,784	1,440	19,431	51,230	5,56,834	53,388	5,84,049
...	...	...	...	...	...	340	3,272	340	3,272
89	350	2,088	5,620	2,017	9,774	3,567	11,411	7,622	26,805
137	1,773	4,830	45,738	688	8,763	6,542	31,550	12,010	86,051
30	97	6	33	30	162	4,583	12,376	4,619	12,571
360	2,875	4,839	21,914	6,882	50,825	2,313	13,392	14,034	86,131
47	122	671	2,487	1,432	5,716	2,505	7,804	4,608	16,007
104	439	2,455	7,856	678	3,585	3,534	13,777	6,667	25,218
22	93	1,167	2,743	30	134	397	1,697	1,594	4,574
124	654	806	4,573	932	6,702	1,122	7,165	2,860	18,440
35	214	674	3,329	541	3,912	939	4,218	2,154	11,459
26	101	1,969	8,308	131	767	180	864	2,280	9,933
26	175	65	331	154	619	956	4,600	1,175	5,550
89	2,029	38	477	104	1,116	6,681	56,656	6,823	58,249
29	177	2,042	6,110	1,939	11,565	2,158	5,351	5,351	23,026
64,523	7,36,631	323,545	35,16,236	136,544	14,39,103	451,876	43,82,548	911,965	93,37,887
78,246	8,19,466	343,509	37,65,425	118,233	13,10,995	421,396	40,20,837	883,138	90,97,257
...	...	...	...	18,311	1,28,108	30,480	3,61,711	28,827	2,40,630
13,723	82,845	19,964	219,189	...	...	...	...	...	...

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	RAILWAY PLANT AND ROLLING-STOCK CAR					
	(1) Locomotive engines and tenders, and parts thereof.		(2) Carriages and trucks and parts thereof.		(a) Steel rails and fish-plates.	
	Quantity	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
189	190	191	192	193	194	195
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	571	4,637	1,809	13,664	63,912	2,60,185
Bombay, Baroda and Central India	91	814	477	6,522	1,034	5,571
Eastern Bengal	32	122	20	24	512	1,656
East Indian	709	4,771	5,073	21,046	25,187	1,27,693
Great Indian Peninsula	674	10,425	2,052	20,671	23,459	1,93,211
Madras and Southern Mahratta	1,429	12,129	1,968	24,470	1,799	12,585
Nizam's Guaranteed State	31	115	228	1,363	28	965
North Western	282	931	526	3,667	5,212	25,790
Oudh and Rohilkhand	...	...	...	...	27,857	1,16,514
South Indian	169	506	109	649	89	602
3′ 3½″ gauge.						
Assam-Bengal	...	...	...	...	490	5,096
Bengal and North-Western	...	...	3,031	11,528	...	...
Bengal Dooars	18	329	...	...	1	18
Bhavnagar State	61	93	...	...	45	74
Bombay, Baroda and Central India	176	1,841	617	4,201	1,351	2,890
Burma	868	482	3,190	1,218	410	3,228
Dibru-Sadiya	...	...	...	...	...	...
Gondal-Porbandar State	...	...	2	7	47	80
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad Gadwal.	...	...	...	...	57	403
Jamnagar	4	5	32	60	116	361
Jodhpur-Bikaner	912	2,483	3,934	29,589	...	...
Junagad State	...	...	...	...	6	2
Morvi	6	4	73	125	120	138
Mysore-Arsikere	...	...	...	...	...	...
Rohilkund and Kumaon	20	20	...	...	9	35
Udaipur-Chitorgarh	...	...	...	...	...	...
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	...	...	...	...	...	...
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	...	...	...	...	...	...
Darjeeling Himalayan (2′ 0″)	...	...	...	...	...	...
Other 2′ 6″ & 2′ 0″ gauge lines	12	4	...	1	41	87
Total 1918-19	6,060	39,711	23,161	1,38,755	1,51,807	7,61,631
Total 1917-18	6,115	66,912	20,261	2,16,658	203,274	19,60,151
Increase	...	...	2,900	...	...	...
Decrease	55	27,201	...	77,903	51,467	11,98,520

DIX 12—*contd.*

earnings therefrom during the financial year 1918-19.

railway in India and is therefore not the same as the total production and imports.]

XXIV.						XXV.	
RED FOR THE PUBLIC AND FOREIGN RAILWAYS.							
(a) *Materials.*				Total.		Salt.	
(b) Sleepers and keys of steel and cast-iron.		(c) Others.					
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
196	197	198	199	200	201	202	203
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1,747	15,749	49,018	2,87,156	117,057	5,81,391	172,864	13,38,511
2,499	26,514	20,961	75,279	24,462	1,16,700	260,324	10,16,792
213	1,235	6,869	24,140	7,146	27,177	122,921	6,23,569
283	881	76,350	2,22,947	107,602	3,77,338	261,343	12,77,926
17,873	1,45,292	27,400	3,7[illegible]47	71,458	7,53,146	335,989	29,64,097
248	1,379	73	120	5,517	50,633	137,625	9,71,069
165	485	...	...	447	2,928	47,815	3,74,157
4,552	42,909	30,733	2,70,244	47,335	3,43,541	223,725	19,00,151
...	...	7,868	56,583	35,725	173,097	92,970	5,51,255
452	3,049	152	939	971	5,745	157,469	8,97,699
...	...	8,753	12,672	9,243	17,770	38,646	1,58,753
...	...	...	...	3,081	11,528	174,295	13,02,905
...	...	...	...	19	342	4,556	14,417
...	...	2,995	4,770	3,101	4,937	3,385	5,964
2,465	5,311	1,973	9,372	6,582	28,115	393,942	32,46,277
20	265	449	5,283	4,932	10,476	50,584	5,75,913
...	...	...	...	...	...	970	4,596
71	144	351	485	471	716	3,754	7,263
10	58	...	...	67	461	28,408	1,99,388
14	14	23	23	189	468	184	380
...	...	6,569	22,180	11,435	54,202	53,517	2,61,209
...	...	230	139	236	141	2,302	2,420
...	...	27	32	226	299	823	905
...	...	...	...	...	...	8,826	23,882
...	...	...	...	29	55	35,890	1,44,907
...	...	...	...	...	...	2,157	8,605
...	...	...	...	...	...	8,807	36,851
...	...	...	...	...	...	2,481	7,363
...	...	1,859	4,500	1,859	4,500	8,728	33,890
...	...	1,759	3,328	1,812	3,420	8,645	22,309
30,612	2,45,285	2,49,312	13,78,744	4,60,952	25,64,126	2,638,990	1,78,94,484
58,788	3,77,000	275,179	14,07,023	563,617	40,27,744	2,436,540	1,55,90,306
...	...	...	...	...	...	2,02,450	23,04,128
28,176	1,31,715	25,887	28,279	1,02,665	14,63,618	...	...

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	XXVI. Saltpetre and other saline substances.					
	(1) Saltpetre.		(2) Other saline substances.		Total.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
204	205	206	207	208	209	210
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	235	2,661	1,148	11,664	1,383	14,325
Bombay, Baroda and Central India	2,769	20,931	2,029	20,166	4,798	41,097
Eastern Bengal	115	187	11,533	41,286	11,648	41,473
East Indian	30,160	3,47,268	15,983	1,09,060	46,143	4,56,328
Great Indian Peninsula	2,530	21,760	2,467	15,953	4,997	37,713
Madras and Southern Mahratta	1,361	15,343	566	4,789	1,927	20,132
Nizam's Guaranteed State	243	3,286	1,137	7,380	1,380	10,666
North Western	19,657	1,30,357	9,880	80,754	29,537	2,11,111
Oudh and Rohilkhand	1,404	7,024	1,897	4,303	3,301	11,327
South Indian	626	4,089	2	9	623	4,098
3′ 3½″ gauge.						
Assam-Bengal	...	...	524	3,573	524	3,573
Bengal and North-Western	11,639	51,769	6,378	27,012	18,017	78,781
Bengal Dooars	...	...	301	883	301	883
Bhavnagar State	122	394	...	...	122	394
Bombay, Baroda and Central India	8,298	60,120	3,634	26,178	11,932	86,298
Burma	1	2	290	3,316	291	3,318
Dibru-Sadiya	...	...	...	...	...	...
Gondal-Porbandar State	34	99	81	364	115	463
Hyderabad Godavri Valley, Hingoli Branch and Secunderabad Gadwal.	83	760	265	1,760	348	2,520
Jamnagar	...	...	10	44	10	44
Jodhpur-Bikaner	861	4,084	3,346	14,070	4,207	18,154
Junagad State	3	9	...	...	3	9
Morvi	16	57	5	22	21	79
Mysore-Arsikere	15	35	2	10	17	45
Rohilkund and Kumaon	319	1,094	1,989	4,419	2,308	5,513
Udaipur-Chitorgarh	49	319	135	740	184	1,059
2′ 6″ and 2′ 0″ gauges.						
Parsi Light (2′ 6″)	34	136	10	44	44	180
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	128	373	268	497	396	870
Darjeeling Himalayan (2′ 0″)	...	...	...	...	...	...
Other 2′ 6″ & 2′ 0″ gauge lines ...	24	65	254	522	278	587
Total 1918-19	80,726	6,72,222	64,134	3,78,818	1,44,860	10,51,040
Total 1917-18	70,392	5,84,790	61,658	3,34,908	132,050	9,19,698
Increase	10,334	87,432	2,476	43,910	12,810	1,31,342
Decrease	...	...	...	...	...	

DIX 12—*contd.*

earnings therefrom during the financial year 1918-19.

railway in India and is therefore not the same as the total production and imports.]

XXVII.

SILK.

(1) Raw.				(2) Piece-goods.				Total.	
(a) Foreign.		(b) Indian.		(a) Foreign.		(b) Indian.			
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings	Quantity.	Earnings.	Quantity.	Earnings.
211	212	213	214	215	216	217	218	219	220
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
...	...	81	1,506	...	...	5	305	86	1,811
105	3,600	46	780	22	1,578	5	199	178	6,157
...	...	75	692	...	...	1	5	76	697
...	...	155	2,530	...	4	7	102	162	2,636
42	1,342	40	1,152	41	2,061	1	49	124	4,604
34	758	117	2,331	2	52	1	7	154	3,148
...	2	...	...	...	...	...	...	...	2
131	2,239	190	10,902	19	408	47	1,435	387	14,984
1	5	1	9	2	14	...	...	4	28
...	5	7	108	...	...	23	464	30	577
1	6	11	132	...	...	...	...	12	138
...	...	...	7	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...
...	...	1	4	...	...	...	...	1	4
35	1,700	8	206	...	16	9	69	52	1,991
23	705	89	1,499	6	210	3	24	121	2,438
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
...	2	...	...	...	...	...	...	...	2
1	8	...	...	...	...	...	...	1	8
...	...	...	...	...	...	1	20	1	20
...	...	...	...	...	...	...	...	...	...
...	...	...	2	...	...	...	...	...	2
...	...	27	159	...	...	...	...	27	159
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
...	...	15	67	...	...	1	7	16	74
378	10,372	848	22,086	92	4,346	104	2,686	1,432	39,487
560	11,902	666	16,976	123	4,865	229	3,786	1,578	37,529
...	...	198	5,113	...	...	...	...	...	1,958
187	1,580	...	...	31	522	125	1,100	146	...

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	(1) Betel-nuts.		(2) Cardamoms.		(3) Chillies.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
221	222	223	224	225	226	227
	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
5′ 6″ gauge.						
Bengal-Nagpur...	2,112	1,75,563	262	2,085	8,669	1,48,864
Bombay, Baroda and Central India	2,853	67,256	122	2,975	5,481	83,894
Eastern Bengal...	17,329	1,50,093	1,200	19,457	10,238	52,735
East-Indian	11,359	3,69,152	680	25,142	6,556	94,228
Great Indian Peninsula	16,007	3,53,024	524	13,712	19,719	2,49,458
Madras and Southern Mahratta	18,388	2,88,559	784	20,961	32,631	3,11,606
Nizam's Guaranteed State	976	12,412	7	66	13,080	1,18,114
North Western	1,219	15,596	750	12,832	4,791	50,788
Oudh and Rohilkhand	3,044	53,335	149	2,202	2,624	23,536
South Indian	23,740	2,06,097	970	17,430	22,217	2,06,236
3′ 3½″ gauge.						
Assam-Bengal	3,627	37,083	...	...	1,900	15,591
Bengal and North-Western	4,772	48,351	504	12,959	9,992	1,02,095
Bengal Dooars	290	1,809	84	858	70	516
Bhavnagar State	459	2,468	2	5	345	1,607
Bombay, Baroda and Central India	1,527	16,868	99	2,430	5,045	61,907
Burma	9,988	1,29,111	4	49	6,575	1,59,859
Dibru-Sadiya	...	...	...	...	...	...
Gondal-Porbandar State	437	1,980	5	24	306	1,341
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	820	9,345	2	24	2,517	17,980
Jamnagar	99	231	...	...	53	210
Jodhpur-Bikaner	386	3,247	21	182	1,311	9,729
Junagad State	313	1,276	...	...	148	588
Morvi	67	348	...	2	193	1,017
Mysore-Arsikere	60	297	168	460	84	532
Rohilkund and Kumaon	674	4,236	23	135	3,399	14,879
Udaipur-Chitorgarh	15	122	...	4	105	714
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	957	3,995	...	...	409	1,882
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	29	113	6	51	154	749
Darjeeling Himalayan (2′ 0″)	237	3,894	1,063	11,076	81	270
Other 2′ 6″ & 2′ 0″ gauge lines	491	1,774	7	25	339	1,404
Total 1918-19 ...	129,495	19,58,635	7,486	1,52,146	160,972	17,30,889
Total 1917-18 ...	122,044	15,52,449	8,100	1,73,353	143,845	13,54,852
Increase... ...	7,451	4,06,184	...	...	17,127	3,76,037
Decrease... ...	...	...	664	21,207	...	...

DIX 12—*contd.*

earnings therefrom during the financial year 1918-19.

railway in India and is therefore not the same as the total production and imports.]

XXVIII.

SPICES.

(4) Ginger.		(5) Pepper.		(6) Others.		TOTAL.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
228	229	230	231	232	233	234	235
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
224	5,423	5,946	76,530	6,117	67,285	30,330	3,82,700
910	16,507	1,411	43,532	17,413	2,58,843	28,190	4,72,507
1,138	13,145	873	12,851	4,901	35,084	35,749	2,83,365
930	11,460	1,782	42,235	10,941	1,75,587	32,248	7,17,824
1,093	26,399	2,258	57,790	15,173	1,97,150	54,779	6,97,533
1,308	24,910	8,650	1,24,606	21,197	2,09,816	82,958	9,80,458
55	550	38	490	2,036	17,974	16,192	1,49,606
1,977	27,789	1,617	34,158	5,842	52,509	16,196	1,93,072
471	3,885	226	2,247	2,910	18,855	9,424	1,08,620
2,091	31,527	11,494	1,05,901	304	2,617	60,816	5,69,008
12	96	98	1,093	887	3,948	6,024	57,811
1,653	17,933	880	10,157	4,050	34,123	21,851	2,35,633
85	101	69	388	124	729	828	6,491
12	60	4	12	485	1,949	1,307	6,161
645	8,909	536	14,746	16,193	1,04,285	24,045	2,09,225
3,320	36,442	169	2,482	901	9,643	22,957	3,67,566
...	...	...	...	...	...	...	...
4	17	6	28	490	1,941	1,248	5,326
81	686	91	308	811	6,955	4,262	35,258
3	14	2	7	21	76	178	533
137	1,274	119	1,236	1,254	6,016	3,228	21,684
...	...	...	...	83	300	544	2,164
1	67	3	15	717	2,864	992	4,312
4	22	14	67	808	1,462	638	2,840
128	646	17	129	711	2,961	4,952	23,496
18	135	7	48	325	1,565	470	2,565
11	68	6	31	426	1,933	1,809	7,394
165	1,205	4	24	100	429	453	2,571
1	2	18	288	18	301	1,418	15,881
12	54	14	57	1,108	3,217	1,956	6,531
16,505	2,28,621	36,292	5,31,521	115,341	12,19,367	466,041	58,21,169
16,156	1,92,137	28,660	4,02,467	137,137	13,15,344	455,942	42,99,022
349	36,484	7,632	1,29,024	...	...	10,099	8,30,547
...	...	...	...	21,796	95,977	...	...

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	XXIX. Sugar. (1) Refined or crystallised including sugarcandy. Quantity.	(1) Refined or crystallised including sugarcandy. Earnings.	(2) Unrefined. (a) Sugar. Quantity.	(2) Unrefined. (a) Sugar. Earnings.	(2) Unrefined. (b) Gur, rab, jaggery, molasses and other saccharine produce. Quantity.	(2) Unrefined. (b) Gur, rab, jaggery, molasses and other saccharine produce. Earnings.
236	237	238	239	240	241	242
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	27,750	3,70,679	485	5,432	21,119	2,76,717
Bombay, Baroda and Central India	41,853	6,09,437	3,782	26,599	71,932	9,01,436
Eastern Bengal	29,003	2,65,619	10,172	57,051	43,398	1,60,722
East Indian	1,39,751	19,52,253	69,213	5,09,836	102,523	5,17,214
Great Indian Peninsula	91,400	11,84,981	1,881	12,812	141,240	11,44,215
Madras and Southern Mahratta	44,075	4,69,503	13,590	1,39,953	129,657	9,81,566
Nizam's Guaranteed State	4,837	45,327	429	3,111	9,053	64,075
North Western	152,830	21,53,148	74,534	5,45,733	120,199	8,71,271
Oudh and Rohilkhand	34,396	2,76,244	67,615	3,99,069	84,026	5,72,859
South Indian	26,900	1,96,515	1,511	10,285	39,001	2,59,605
3′ 3½″ gauge.						
Assam-Bengal	516	4,014	1,565	9,349	6,616	35,340
Bengal and North-Western	20,573	1,84,149	67,748	4,89,903	166,627	9,97,827
Bengal Docars	442	1,954	604	3,787	901	4,211
Bhavnagar State	7,902	30,075	...	...	7,405	26,340
Bombay, Baroda and Central India	42,198	3,69,821	51,807	4,67,055	163,187	14,52,589
Burma	26	373	9,663	1,02,792	43,448	2,87,837
Dibru-Sadiya	...	...	...	...	873	7,926
Gondal-Porbandar State	6,075	21,051	...	...	4,274	16,201
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	2,756	22,597	884	7,365	4,179	31,196
Jamnagar	617	1,760	...	...	1,192	3,930
Jodhpur-Bikaner	13,216	67,254	7,686	45,010	25,653	1,55,879
Junagad State	3,024	9,871	...	...	1,157	3,341
Morvi	1,304	5,215	...	...	4,250	14,315
Mysore-Arsikere	136	388	65	185	572	1,547
Rohilkund and Kumaon	6,570	33,929	19,010	69,207	34,145	1,45,549
Udaipur-Chitorgarh	1,457	6,661	258	1,230	2,222	7,728
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	1,008	3,871	228	1,017	877	3,731
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	96	486	14,241	44,863	18,837	52,511
Darjeeling Himalayan (2′ 0″)	474	7,695	904	12,947	318	2,297
Other 2′ 6″ & 2′ 0″ gauge lines	3,688	4,730	6,510	16,526	17,186	41,029
Total 1918-19 ...	704,373	92,88,700	424,386	29,81,847	1,266,067	90,41,004
Total 1917-18 ...	478 939	54,55,730	412,209	42,39,140	1,129,007	75,84,636
Increase ...	225,434	38,32,970	12,177	...	137,060	14,56,368
Decrease ...	...	...	...	12,57,293	...	...

DIX 12—*contd.*

earnings therefrom during the financial year 1918-19.

railway in India and is therefore not the same as the total production and imports.]

XXX.							
Tea.							
Total.		(1) Foreign.		(2) Indian.		Total.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
243	244	245	246	247	248	249	250
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
49,354	6,52,858	...	...	7,470	1,57,566	7,470	1,57,566
117,567	15,37,472	2,340	45,290	2,417	67,052	4,757	1,12,342
82,573	4,83,392	...	...	52,112	9,65,221	52,112	9,65,221
311,487	39,79,303	...	...	15,166	4,29,040	15,166	4,29,040
234,521	23,42,008	848	8,930	17,442	4,59,000	18,290	4,67,930
187,322	15,91,022	132	1,982	3,330	65,063	3,462	67,045
14,319	1,12,513	13	142	117	1,956	130	2,098
347,063	35,70,152	3,542	1,02,765	7,906	1,62,492	11,448	2,65,257
186,037	12,48,172	...	4	1,605	12,910	1,605	12,914
67,412	4,66,405	16	323	12,885	1,36,412	12,901	1,36,735
8,697	48,703	...	...	50,633	7,04,191	50,633	7,04,191
254,948	16,71,879	...	...	74	1,060	74	1,060
1,947	9,952	...	...	24,498	5,13,520	24,498	5,13,520
15,307	56,415	27	166	212	1,321	239	1,487
257,192	22,79,765	1,152	27,771	1,065	16,036	2,217	43,807
59,138	3,91,002	327	6,447	3,401	70,366	3,728	76,813
873	7,926	...	...	14,813	1,32,831	14,813	1,32,831
10,349	37,252	32	138	210	1,015	242	1,153
7,819	61,158	20	211	10	171	30	382
1,809	5,690	6	24	32	148	38	172
46,555	2,68,143	319	3,986	177	1,853	496	5,839
4,181	13,212	6	26	100	379	106	405
5,554	19,530	31	173	126	681	157	854
773	2,120	1	3	2	16	3	19
59,725	2,48,485	...	...	90	963	90	963
3,987	15,619	1	9	11	142	12	151
2,113	8,619	7	35	15	73	22	108
33,174	97,860	...	...	...	5	...	5
1,696	22,939	...	...	7,885	87,823	7,885	87,823
27,384	62,285	18	71	7,288	35,387	7,306	35,458
2,394,826	2,13,11,551	8,838	1,96,496	231,092	40,24,693	239,930	42,23,189
2,020,155	1,72,79,506	8,552	1.83,544	218,581	32,81,632	227,133	34,65,176
374,671	40,32,045	286	14.952	12,511	7,43,061	12,797	7,58,013
...	...	...	...	...	...	...	...

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	XXXI. Tobacco. (1) Unmanufactured. Quantity.	(1) Unmanufactured. Earnings.	(2) Manufactured. (a) Cigars. Quantity.	(2) Manufactured. (a) Cigars. Earnings.	(2) Manufactured. (b) Other sorts. Quantity.	(2) Manufactured. (b) Other sorts. Earnings.
251	252	253	254	255	256	257
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	16,669	2,24,763	...	...	2,061	50,782
Bombay, Baroda and Central India ...	23,194	2,14,373	21	291	479	15,279
Eastern Bengal	50,581	4,52,370	...	...	2,149	26,066
East Indian	27,044	2,35,497	4	112	8,523	2,01,676
Great Indian Peninsula	17,273	1,82,526	345	10,077	4,054	1,35,347
Madras and Southern Mahratta	35,102	3,38,365	540	12,676	5,123	92,278
Nizam's Guaranteed State	1,607	19,654	27	425	533	7,536
North Western	24,607	2,45,829	5	133	5,487	1,18,686
Oudh and Rohilkhand	4,337	36,766	3	24	1,294	10,384
South Indian	21,256	1,53,738	1,854	19,508	1,890	24,508
3′ 3½″ gauge.						
Assam-Bengal	4,663	41,543	...	...	418	6,040
Bengal and North-Western	45,068	3,65,377	1	5	2,024	16,568
Bengal Dooars	8,741	80,075	...	...	249	2,471
Bhavnagar State	1,024	8,964	31	265	247	1,088
Bombay, Baroda and Central India	15,949	1,52,585	9	208	540	8,345
Burma	14,597	1,21,254	647	12,984	1,308	30,138
Dibru-Sadiya	...	...	...	...	...	...
Gondal-Porbandar State	694	2,654	15	130	420	2,328
Hyderabad-Godavari Valley Hingoli Branch and Secunderabad-Gadwal.	879	11,955	1	8	375	5,357
Jamnagar	138	615	2	8	163	773
Jodhpur-Bikaner	5,247	32,930	...	11	334	2,492
Junagad State	309	1,130	1	4	55	217
Morvi	1,230	4,743	...	8	36	244
Mysore-Arsikere	1,223	2,720	...	...	144	331
Rohilkund and Kumaon	4,734	30,198	...	...	416	3,078
Udaipur-Chitorgarh	410	1,871	...	...	7	58
2′ 6″ and 2′ 0″ gauges.						
Parsi Light (2′ 6″)	204	890	17	116	93	702
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	408	1,363	...	...	126	1,221
Darjeeling-Himalayan (2′ 0″)	1,097	7,566	541	10,932	85	341
Other 2′ 6″ & 2′ 0″ gauge lines	1,161	4,292	88	287	116	405
Total 1918-19	329,951	29,21,612	3,652	68,207	38,749	7,65,189
Total 1917-18	339,068	27,70,221	3,309	63,285	40,927	7,49,679
Increase	...	1,51,391	343	4,922	...	15,460
Decrease	9,117	...	...	...	2,178	...

DIX 12—*contd.*

earnings therefrom during the financial year 1918-19.

railway in India and is therefore not the same as the total production and imports.]

		XXXII.					
		Wood.					
Total.		(1) Timber, unwrought.		(2) Manufactures.		Total.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
258	259	260	261	262	263	264	265
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
18,730	2,75,545	135,567	7,13,195	6,570	65,809	142,137	7,79,004
23,694	2,29,943	110,783	10,15,412	5,901	66,976	116,684	10,82,388
52,730	4,78,436	69,518	2,54,161	15,148	1,29,697	84,666	3,83,858
35,571	4,37,285	140,120	7,35,880	11,307	1,31,488	151,433	8,67,368
21,672	3,27,950	299,457	19,87,371	13,318	1,83,101	312,775	21,70,472
40,765	4,43,819	160,610	9,22,232	13,634	1,32,787	174,244	10,55,019
2,167	27,615	59,834	2,32,778	1,363	12,033	61,197	2,44,811
30,099	3,64,648	262,208	13,22,438	30,289	2,21,333	292,497	15,43,771
6,134	47,174	179,939	3,67,274	6,938	39,664	186,877	4,06,938
24,500	1,97,764	259,810	12,14,529	12,540	1,19,600	272,350	13,34,129
5,081	47,583	10,402	53,248	13,934	1,11,687	24,336	1,64,935
47,093	3,81,950	82,565	3,10,132	4,856	31,553	87,421	3,41,685
8,990	32,546	9,084	73,259	2,132	4,957	11,216	78,216
1,802	5,317	19,034	69,832	622	8,483	19,656	78,315
16,498	1,61,138	63,520	2,72,855	4,852	34,650	68,372	3,07,505
16,552	1,64,376	278,459	12,53,230	2,883	23,181	276,342	12,81,411
...	...	10,497	39,619	...	...	10,497	39,619
1,129	5,012	12,450	29,188	361	1,215	12,811	30,403
1,255	17,320	18,289	57,779	815	6,077	19,104	63,85(
303	1,396	2,095	3,755	61	275	2,156	4,03(
5,581	35,439	22,281	98,859	1,217	6,847	23,498	1,05,73(
365	1,351	3,144	7,476	138	474	3,282	8,45(
1,266	4,990	1,427	5,594	305	1,270	1,732	6,86(
1,372	3,051	447	1,592	229	737	676	2,32(
5,150	33,278	111,561	4,15,654	1,849	9,351	113,410	4,25,00(
417	1,929	505	1,067	18	104	523	1,17(
314	1,708	459	1,875	333	1,543	792	3,41(
534	2,584	2,296	5,567	215	856	2,511	6,42(
1,723	19,339	637	3,017	1,098	9,439	1,735	12,45(
1,365	4,984	30,878	51,147	748	1,942	31,626	53,08
372,352	38,54,958	2,352,882	1,15,23,545	153,674	13,52,129	2,506,556	1,28,77,67
383,304	35,83,185	1,993,320	89,90,900	152,599	13,45,797	2,145,919	1,03,36,697
...	2,71,773	356,917	25,34,953	1,075	6,332	360,637	25,40,977
10,952	...	...	...	...	...	...	...

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

XXXIII.

Railway system.	Wool					
	(1) Raw.		(2) Manufac			
			(a) Carpets and rugs.		(b) Piece-goods, European.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
266	267	268	269	270	271	272
5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	241	7,531	...	...	...	...
Bombay, Baroda and Central India	12,100	2,41,418	83	1,820	74	3,518
Eastern Bengal	2,644	11,676	...	...	...	...
East Indian	6,823	88,591	644	11,203	210	1,984
Great Indian Peninsula	2,885	87,043	120	3,723	171	2,151
Madras and Southern Mahratta	1,472	37,185	86	1,466	...	4
Nizam's Guaranteed State	809	16,301	15	180	2	23
North Western	31,460	8,00,832	92	2,162	88	2,410
Oudh and Rohilkhand	1,579	7,740	100	706	10	115
South Indian	76	1,510	241	3,715	1	15
3' 3½" gauge.						
Assam-Bengal	...	4	...	...	...	1
Bengal and North-Western	2,697	62,327	218	950	...	1
Bengal Docars —	...	...	...	...	...	...
Bhavnagar State	894	7,779	...	...	...	...
Bombay, Baroda and Central India	16,723	2,64,278	177	1,271	7	210
Burma	15	147	22	622	2	71
Dibru-Sadiya	...	...	...	...	...	...
Gondal-Porbandar State	905	3,967	...	...	...	...
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	95	1,324	4	64	1	15
Jamnagar	433	2,374	3	12	...	...
Jodhpur-Bikaner	6,261	66,791	1	12	...	1
Junagad State	138	706	...	...	...	...
Morvi	1,325	10,280	...	...	...	...
Mysore-Arsikere	69	648	...	...	...	...
Rohilkund and Kumaon	217	2,345	5	19	...	...
Udaipur-Chitorgarh	167	1,192	...	...	...	...
2' 6" and 2' 0" gauges.						
Barsi Light (2' 6")	...	2	4	25	...	...
Shahdara (Delhi)-Saharanpur Light (2' 6") ...	37	138	...	...	...	...
Darjeeling-Himalayan (2' 0")	5,077	27,090	...	8	...	...
Other 2' 6" & 2' 0" gauge lines	424	850	...	...	...	...
Total 1918-19	95,516	17,52,069	1,875	27,953	566	10,469
Total 1917-18	97,661	17,96,050	2,553	45,858	858	19,445
Increase	...	...	...	...	...	...
Decrease	2,145	43,981	678	17,905	292	8,967

DIX 12—*contd.*

earnings therefrom during the financial year 1918-19.

railway in India and is therefore not the same as the total production and imports.]

						XXXIV.	
tured.							
(c) Piece-goods, Indian.		(d) Other sorts of manufactures.		TOTAL.		All other articles of merchandise.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
273	274	275	276	277	278	279	280
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
...	...	278	7,840	519	15,371	326,827	18,98,008
255	3,309	49	1,280	12,561	2,51,345	632,411	36,82,681
...	...	113	1,216	2,757	12,892	189,107	5,64,152
761	18,011	2,265	26,535	10,703	1,46,274	691,769	40,25,587
62	2,416	1,472	25,495	4,660	1,20,828	462,395	34,18,768
53	960	1,186	15,548	2,797	55,163	389,075	24,43,830
198	2,371	...	...	1,024	18,875	12,174	9,076
552	6,784	3,917	30,997	36,109	8,43,185	972,162	75,05,415
1,116	14,717	379	3,995	3,244	27,273	292,822	17,84,796
82	1,839	164	3,609	564	10,688	339,449	25,07,343
...	...	43	555	43	560	21,071	1,36,575
216	2,355	8	107	3,139	65,640	142,604	7,48,078
...	...	...	...	...	...	3,089	31,050
...	...	1	1	895	7,780	14,726	50,689
282	4,485	82	1,814	17,271	2,72,058	267,630	16,38,665
16	421	15	151	70	1,412	253,998	13,61,130
...	...	...	...	...	...	64,314	1,19,589
...	...	1	5	906	3,972	21,361	84,079
107	911	...	...	207	2,314	7,924	43,441
...	...	...	...	436	2,386	3,291	6,988
176	1,500	379	3,776	6,817	72,080	78,903	3,36,642
...	...	...	...	138	706	15,040	29,915
...	...	3	20	1,328	10,300	5,618	24,560
1	5	1	6	71	659	2,303	13,099
...	...	82	590	304	2,954	163,134	4,27,314
1	15	...	...	168	1,207	835	3,704
...	...	58	243	62	270	5,985	20,714
8	43	1	6	46	187	12,838	44,802
...	...	...	...	5,077	27,093	7,527	56,370
4	11	1	4	429	865	289,084	4,96,828
3,890	60,053	10,498	1,23,793	112,345	19,74,337	5,689,466	3,29,13,888
8,752	68,929	8,094	1,07,601	112,918	2,37,883	4,823,136	2,77,53,913
138	...	2,404	16,192	...	...	866,330	51,59,970
...	8,876	...	...	573	63,546	...	...

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	GRAND TOTAL.		(1) Horses.		(2) Cattle.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
281	282	283	284	285	286	287
5′ 6″ gauge.	Tons.	Rs.	Tons.‖	Rs.	Tons.‖	Rs.
Bengal-Nagpur	7,159,207	3,97,24,657	224	8,562	16,525	1,42,933
Bombay, Baroda and Central India	3,816,182	3,22,83,806	755	17,110	22,821	4,09,358
Eastern Bengal	4,267,052	1,67,61,275	189	2,358	15,535	95,527
East Indian	16,617,975	8,56,46,783	2,647	47,844	17,595	5,13,146
Great Indian Peninsula	7,897,827	7,32,21,899	1,148	24,686	17,229	2,06,769
Madras and Southern Mahratta	3,626,634	3,11,38,264	655	16,695	4,902	61,584
Nizam's Guaranteed State	1,092,448	50,73,897	74	1,142	95	1,248
North Western	7,993,124	6,32,27,986	4,294	64,481	20,507	2,78,418
Oudh and Rohilkhand	3,670,365	1,50,16,996	3,083	54,196	3,732	54,717
South Indian	2,382,566	1,60,03,665	144	1,990	3,747	26,865
3′ 3½″ gauge.						
Assam-Bengal	656,203	†34,94,624	122	1,766	1,961	6,868
Bengal and North-Western	2,470,970	‡1,36,33,261	1,782	17,971	11,071	1,34,178
Bengal Doears	200,188	13,13,191	1	13	4	43
Bhavnagar State	887,582	13,35,982	46	573	1,255	11,745
Bombay, Baroda and Central India ...	3,243,792	2,47,03,194	1,172	19,459	16,816	2,15,479
Burma	2,773,356	1,68,50,376	1,105	31,681	6,255	1,33,126
Dibru-Sadiya	662,254	11,50,680	...	...	2,015	1,054
Gondal-Porbandar State	*390,430	11,22,677	47	361	1,192	4,264
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	877,435	26,98,667	108	1,912	157	3,191
Jamnagar	60,557	1,73,575	14	66	119	256
Jodhpur-Bikaner	1,280,971	56,50,100	530	6,282	4,584	49,576
Junagad State	180,215	3,99,096	6	46	195	1,262
Morvi	177,431	6,62,741	89	787	288	2,161
Mysore-Arsikere	89,508	1,36,842	2	22	462	1,011
Rohilkund and Kumaon	765,129	28,40,589	24	316	124	1,228
Udaipur-Chitorgarh	23,708	97,469	64	469	23	114
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	98,343	4,22,863	2	20	1	10
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	122,928	3,56,371	...	...	...	...
Darjeeling-Himalayan (2′ 0″)	1,10,068	8,23,108	...	...	307	2,066
Other 2′ 6″ & 2′ 0″ gauges lines	7,85,023	15,65,731	...	...	11	87
Total 1918-19	72,929,461	45,65,25,265	18,317	3,16,808	1,70,628	23,58,249
Total 1917-18	67,421,415	41,13,65,309	20,145	4,22,913	1,26,961	17,17,308
Increase	5,508,046	4,51,59,956	...	...	43,667	6,40,941
Decrease	...	...	1,828	1,06,105	...	...

* Excluding 46,157 tons on account of interchange of traffic.
† Excluding Rs. 49,767 in respect of Ferry and Jetty charges, etc., accounted for through invoices which are included in details.
‡ Excluding Rs. 4,66,473 in respect of ferries and steam-boats which are included in details. The tonnage and earnings of the Cawnpore-Burhwal (3′ 3½″ gauge link) railway are included throughout with the Bengal and North-Western railway.

DIX 12—*concluded.*

earnings therefrom during the financial year 1918-19.

railway in India and is therefore not the same as the total production and imports.]

XXXV.					
Animals.				T	
(3) Sheep, etc.		(4) Elephants.			
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
288	289	290	291	292	293
Tons. ‖	Rs.	Tons. ‖	Rs.	Tons. ‖	Rs.
3,091	43,114	2	194	21,842	1,90,803
23,661	5,35,671	...	...	47,237	9,62,139
780	7,265	20	350	16,524	1,05,500
9,954	2,57,356	28	474	30,224	8,18,820
10,798	1,91,647	220	1,254	29,385	4,24,356
5,960	1,03,226	90	587	11,607	1,82,092
2	9	...	...	171	2,899
2,074	29,506	13	343	26,888	3,72,748
1,383	17,415	...	...	8,198	1,26,328
12,639	94,756	100	1,145	16,630	1,24,756
260	3,413	28	226	1,471	**12,245
224	4,382	...	...	13,077	1,56,531
1	20	...	...	6	76
129	3,258	...	...	1,430	15,576
18,474	2,24,208	...	...	36,462	4,59,146
3,357	1,23,629	...	...	10,717	2,88,486
...	...	...	...	2,015	1,054
39	456	...	...	¶1,199	5,061
382	6,978	...	...	642	12,076
10	65	...	...	148	337
353	4,259	...	...	5,467	60,117
10	105	...	...	211	1,413
64	1,003	...	...	441	3,951
...	...	...	...	464	1,033
15	231	2	27	165	1,797
7	94	...	...	94	617
2	218	5	38	10	286
...	...	...	...	...	...
34	570	...	...	341	2,636
9	44	...	...	20	81
93,707	16,52,833	508	4,638	2,83,081	48,32,480
81,074	14,66,140	311	4,222	2,28,235	36,10,548
12,633	1,86,693	197	416	54,846	7,21,932
...	...	...	...	...	...

‖ Live-stock has been converted into tons at—

A head of cattle, or a pony or horse	...	...	= 0·25	ton.
A sheep, goat, etc.	...	...	= 0·025	ton.
An elephant	...	...	= 2·50	tons.

¶ Excluding 79 tons on account of interchange of traffic.

** Excluding Rs. 48 in respect of Ferry and Jetty charges, etc., accounted for through invoices which are included in details.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	1	2	3	4		
		Description of railway					
					Total length of the under		
		Gauge of railway.	Mean mileage worked.	Number of stations.	(a) $\frac{1}{10}$ and less.	(b) $\frac{1}{51}$ to $\frac{1}{10}$.	(c) $\frac{1}{11}$ to $\frac{1}{100}$.
			Miles.	No.	Miles.	Miles.	Miles.
5′ 6″ Gauge.							
Bengal-Nagpur		5′ 6″	1897·06	330	...	0·55	119·84
Bombay, Baroda and Central India		5′ 6″	1343·73	222	...	1·32	0·31
Eastern Bengal		5′ 6″	621·66	176	...	...	...
East Indian		5′ 6″	2850·96	507	6·05	18·62	49·88
Great Indian Peninsula		5′ 6″	3177·83	495	19·31	2·82	72·30
Madras and Southern Mahratta		5′ 6″	1063·11	215	...	13·60	34·42
Nizam's Guaranteed State*		5′ 6″	345·70	50	...	...	79·19
North Western		5′ 6″	4867·25	797	87·96	110·77	222·92
Oudh and Rohilkhand		5′ 6″	1623·29	289	...	9·30	6·41
South Indian		5′ 6″	581·80	88	...	8·12	28·53
3′ 3¾″ Gauge.							
Assam-Bengal		3′ 3¾″	993·66	208	10·05	35·67	28·45
Bengal and North-Western		3′ 3¾″	2139·69	370	0·11	0·15	0·49
Bhavnagar State		3′ 3¾″	2049·02	42	...	0·29	1·92
Bombay, Baroda and Central India		3′ 3¾″	2291·89	326	3·40	0·23	18·75
Burma		3′ 3¾″	1598·59	319	92·97	44·22	54·60
Eastern Bengal		3′ 3¾″	1066·99	214	0·34	0·52	4·69
Gondal-Porbandar State		3′ 3¾″	231·44	39	...	...	3·33
Hyderabad-Godavari Valley		3′ 3¾″	391·13	70	...	...	...
Jamnagar		3′ 3¾″	54·22	7	...	...	0·17
Jodhpur-Bikaner		3′ 3¾″	1327·41	168	...	...	...
Junagad State		3′ 3¾″	135·56	20	...	...	2·54
Madras and Southern Mahratta		3′ 3¾″	2088·55	328	16·25	81·33	692·22
Nilgiri		3′ 3¾″	28·96	12	23·52	1·60	0·34
Rohilkund and Kumaon		3′ 3¾″	570·11	98	...	6·41	8·89
Secunderabad-Gadwal		3′ 3¾″	103·30	20	...	...	...
Shoranur-Cochin		3′ 3¾″	64·75	16	...	13·86	8·33
South Indian		3′ 3¾″	1187·34	291	0·04	29·34	33·70
Udaipur-Chitorgarh		3′ 3¾″	68·72	11	...	...	1·10
2′ 6″ Gauge.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		2′ 6″	626·03	77	...	34·65	90·77
Jacobabad-Kashmor		2′ 6″	76·70	7	...	...	...
Kalka-Simla		2′ 6″	59·92	20	10·01	3·97	16·58
Kohat-Thal and Nowshera-Durgai		2′ 6″	102·15	22	...	...	29·14
Morappur-Hosur		2′ 6″	78·40	16	...	24·65	7·36
Purulia-Ranchi		2′ 6″	115·30	19	...	9·57	31·84
Raipur-Dhamtari		2′ 6″	56·94	14	0·51	...	...
Tirupattur-Krishnagiri		2′ 6″	25·38	5	...	7·97	2·45
Trans-Indus (Kalabagh-Bannu)		2′ 6″	135·38	18	4·86	0·43	25·11
2′ 0″ Gauge.							
Pipar-Bilara Light		2′ 0″	25·25	4	...	...	0·68

DIX 13.

during each half of the financial year 1918-19.

prepare these statistics.]

4		5		6		7		8		9		10	
WORKED.				FINANCIAL RESULTS.				OUTLAY, EARNINGS AND EXPENSES. (Exclusive of Steam-boat Service.)					
noted gradients.		Steepest gradient worked.		Percentage of net earnings (including steam boat traffic) on capital outlay on lines open and partly open, i.e., on the mileage earning revenue.		Percentage of net earnings on paid up capital.		Capital outlay per mile open.		Total earnings per mile open per week.		Total working expenses per mile open per week.	
(d) 1/101 to 1/200.	(e) 1/51 to 1/100	(a) Length.	(b) Inclination.	Per cent.		Per cent.		Rs.		Rs.		Rs.	
Miles.	Miles.	Miles.		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
624·65	150·47	0·55	1/80	4·30	3·96	4·30	3·96	1,86,112	1,86,858	578	605	256	304
262·06	98·78	0·88	1/80	6·08	5·40	...	...	1,98,803	1,99,834	796	797	320	372
...	7·69	3·72	1/300	1·89	2·22	...	...	3,62,551	3,65,385	678	784	392	444
219·16	172·67	0·15	1/50	6·21	5·72	...	...	2,68,715	2,69,381	945	934	311	347
309·62	279·52	5·99	1/37	4·01	3·69	...	...	2,22,421	2,22,717	767	786	423	467
186·34	113·28	0·80	1/60	5·50	4·31	5·06	*4·03	1,76,285	1,76,750	667	605	284	304
110·99	18·22	2·52	1/100	2·84	2·61	2·55	2·76	1,58,896	1,58,963	464	439	282	270
213·32	135·78	6·54	1/25	4·40	2·60	...	...	1,83,961	1,86,053	598	489	276	297
19·15	22·56	2·25	1/75	4·94	4·07	...	...	1,32,908	1,33,271	411	386	156	174
113·01	46·84	1·09	1/62	5·09	4·32	...	...	1,57,346	1,57,402	518	479	199	211
117·21	53·60	10·05	1/37	0·46	0·74	...	...	1,73,116	1,74,515	145	191	113	140
3·68	7·59	0·11	1/50	4·39	4·43	...	...	88,082	82,018	241	251	87	97
67·18	27·57	0·96	1/100	6·52	5·52	...	...	53,430	53,463	226	198	89	81
381·61	230·11	3·40	1/40	7·16	5·73	...	...	80,439	81,076	391	373	161	186
159·70	145·66	9·81	1/25	2·83	3·44	...	...	1,30,076	1,30,128	323	370	176	200
48·63	43·13	0·82	1/180	2·14	2·96	...	...	1,20,512	1,19,150	256	304	154	165
75·82	35·37	3·82	1/100	5·61	3·97	...	...	47,976	48,061	207	186	98	106
222·04	13·82	5·37	1/133	3·19	5·20	3·22	6·64	80,996	81,461	225	290	123	122
9·54	6·88	0·19	1/100	6·95	4·11	...	...	47,024	47,131	188	162	67	90
266·33	120·26	1·17	1/130	8·98	5·77	...	...	28,507	28,424	173	141	70	75
38·48	16·04	2·54	1/100	3·26	4·03	...	...	52,797	53,035	187	146	67	57
336·16	117·53	16·25	1/40	4·05	3·12	*5·06	*4·03	81,535	81,600	249	216	119	117
0·18	...	0·29	1/12	2·35	1·06	...	...	2,82,386	2,82,416	650	506	387	389
14·61	23·20	3·31	1/70	...	3·35	4·21	...	63,233	62,452	192	186	88	103
68·34	2·41	3·47	1/133	0·46	—10·43	...	...	75,616	74,316	77	51	62	65
7·63	2·88	0·84	1/80	3·44	2·63	...	...	1,09,172	1,07,842	260	268	111	157
185·38	82·59	0·04	1/50	5·86	4·70	...	...	1,05,857	1,05,206	429	398	173	194
30·75	6·98	0·46	1/100	3·28	3·92	...	...	33,966	33,969	91	98	49	46
127·95	38·29	0·08	1/73	0·67	0·57	0·67	0·57	64,153	62,988	80	87	63	73
2·41	0·51	0·06	1/150	1·27	1·52	...	...	28,841	28,898	36	31	16	14
5·67	...	28·01	1/33	2·61	1·75	...	...	3,30,251	3,30,560	663	604	332	382
31·81	18·21	0·39	1/82	0·97	0·24	...	...	67,534	67,875	93	96	68	90
15·63	2·15	2·39	1/67	0·25	—0·96	...	...	40,295	40,281	52	44	48	59
33·69	5·59	9·57	1/80	1·38	3·44	1·38	3·44	64,028	63,403	95	136	61	52
17·83	2·55	0·51	1/50	2·71	3·25	2·71	3·25	26,276	25,502	60	68	32	32
4·10	0·25	0·57	1/67	0·87	—1·36	...	...	42,580	42,567	61	33	46	56
22·58	15·48	3·44	1/45	—2·02	0·27	...	...	74,604	84,185	81	91	143	94
2·97	3·30	0·68	1/100	2·66	1·66	...	...	11,491	11,491	24	22	12	15

For both 5′ 6″ and 3′ 3¼″ gauges.
† For Nizam's Guaranteed State railways only.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	11		12		13	
		Outlay, earnings and expenses					
		Total earnings per train-mile. Rs.		Total working expenses per train-mile. Rs.		Net earnings per train-mile. Rs.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" Gauge.							
Bengal-Nagpur		5·49	6·18	2·43	3·08	3·06	3·05
Bombay, Baroda and Central India		7·57	7·29	3·04	3·40	4·53	3·89
Eastern Bengal		5·64	6·29	3·26	3·56	2·38	2·73
East Indian		5·36	5·35	1·76	1·99	3·60	3·36
Great Indian Peninsula		5·29	6·03	2·91	3·59	2 38	2·44
Madras and Southern Mahratta		6·72	6·40	2·86	3·21	3·86	3·19
Nizam's Guaranteed State		6·27	6·00	3·81	3·70	2·46	2·30
North Western		6·38	6·21	2·95	3·77	3·43	2·44
Oudh and Rohilkhand		6·68	6·85	2·53	3·08	4·15	3·77
South Indian		6·24	6·08	2·42	2·68	3·82	3·40
3' 3¾" Gauge.							
Assam-Bengal		3·60	4·35	2·81	3·19	0·79	1·16
Bengal and North-Western		4·46	4·59	1·61	1·78	2·85	2·81
Bhavnagar State		5·91	5·21	2·32	2·14	3·59	3·07
Bombay, Baroda and Central India		5·16	5·08	2·13	2·53	3·03	2·55
Burma		4·72	5·89	2·58	2·85	2·14	2·54
Eastern Bengal		4·27	5·01	2·56	2·72	1·70	2·30
Gondal-Porbandar State		4·69	4·42	2·22	2·52	2·47	1·90
Hyderabad-Godavari Valley		4·43	5·12	2·42	2·15	2·01	2·96
Jamnagar		6·37	5·48	2·26	3·04	4·11	2·44
Jodhpur-Bikaner		4·31	4·34	1·76	2·31	2·55	2·03
Junagad State		4·36	4·88	2·11	1·92	2·25	2·96
Madras and Southern Mahratta		3·85	3·56	1·84	1·92	2·01	1·64
Nilgiri		9·15	8·16	5·45	6·26	3·70	1·90
Rohilkund and Kumaon		4·98	4·85	2·28	2·68	2·70	2·17
Secunderabad-Gadwal		3·04	2·27	2·46	2·89	0·58	—0·62
Shoranur-Cochin		3·64	4·08	1·56	2·39	2·08	1·69
South Indian		5·05	4·93	2·04	2·40	3·01	2·53
Udaipur-Chitorgarh		5·32	4·23	2·88	2·15	2·41	2·08
2' 6" Gauge.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		2·36	2·62	1·87	2·20	0·49	0·42
Jacobabad-Kashmor		2·54	2·21	1·14	0·99	1·40	1·22
Kalka-Simla		6·85	5·80	3·43	3·67	3·42	2·13
Kohat-Thal and Nowshera-Durgai		1·91	1·95	1·39	1·82	0·52	0·13
Morappur-Hosur		1·57	1·32	1·45	1·77	0·12	—0·45
Purulia-Ranchi		3·18	4·03	2·04	1·54	1·14	2·49
Raipur-Dhamtari		3·10	3·40	1·68	1·69	1·42	1·71
Tirupattur-Krishnagiri		1·99	1·15	1·51	1·95	0·48	—0·80
Trans Indus (Kalabagh-Bannu)		1·99	2·00	3·35	2·06	—1·54	—0·06
2' 0" Gauge.							
Pipar-Bilara Light		1.72	1·59	5·87	1·07	0·85	0·52

DIX 13—*continued.*

during each half of the financial year 1918-19.

prepare these statistics.]

14	15	16	17	18	19	20
(exclusive of Steam-boat Service)—*concld.*				Division of expenditure between coaching and goods traffic.		

Cost per 1,000 gross ton-miles moved (freight and dead weight). Rs.		Percentage of total working expenses on total earnings. Per cent.		Percentage of total working expenses on total earnings, excluding from both sides of the account the charges for carriage of revenue stores. Per cent.		Inclusive of steam-boat service. Percentage of total working expenses on total earnings (for details see items 123-129). Per cent.		Total working expenses for both coaching and goods traffic excluding steam-boat expenses, and after deducting telegraph and sundry receipts (in thousands of rupees).		Proportions, dividing expenditure in ratio of gross ton-mileage (freight and dead load)— Coaching (in thousands of rupees).		Goods (in thousands of rupees).	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
4·07	5·55	44·35	50·25	42·47	48·26	45·00	51·00	1,19,68	1,44,27	21,68	28,44	98,00	1,15,83
5·16	6·24	40·19	46·63	39·24	42·93	40·19	46·63	1,05,53	1,23,11	32,65	39,86	72,88	86,25
6·84	7·77	57·87	56·64	58·86	57·07	57·87	56·64	61,13	69,62	27,73	31,85	33,40	37,77
2·62	2·98	33·88	37·17	31·46	35·46	33·88	37·17	2,20,66	2,47,36	40,36	45,97	1,80,30	2,01,39
5·69	6·89	55·08	59·50	52·64	57·29	55·08	59·50	3,89,23	3,73,27	99,04	1,10,76	2,40,19	2,62,51
5·39	6·12	42·53	50·14	40·93	48·92	42·53	50·14	75,89	80,71	26,20	30,21	49,60	50,50
7·87	7·83	60·78	61·60	60·92	62·01	60·78	61·60	22,30	21,84	6,59	6,65	15,71	15,19
5.16	7·26	46·22	60·69	43·78	59·04	46·25	60·65	3,32,59	3,58,60	89,92	1,23,15	2,42,67	2,35,45
3·75	5·05	37·90	45·03	36·34	43·56	37·90	45·03	53,66	63,03	13,11	18,93	40,55	44,10
4·96	6·29	38·75	44·16	37·95	43·89	38·75	44·16	16,00	20,36	7,89	9,77	10,11	10,59
10·94	11·84	78·03	73·45	77·66	73·17	79·02	74·12	26,76	33,84	11,12	13,87	15,64	19,47
5·20	5·93	36·20	38·81	34·04	37·70	36·48	41·17	45,59	52,08	17,53	20,86	28,06	31,22
9·43	9·43	39·21	41·09	38·87	40·95	39·21	41·09	5,47	4,97	2,27	2,35	3,20	2,62
6·51	7·92	41·20	49·80	40·18	49·04	41·20	49·80	91,90	1,06,84	26,10	31,53	65,80	75,32
8·02	8·64	54·61	53·84	53·78	51·79	55·13	53·27	70,45	80,37	22,38	24,75	48,07	55,62
8·35	8·98	60·12	54·19	56·78	51·60	61·38	55·52	42,63	45,37	18,90	20,43	23,73	24,94
10·92	12·35	47·27	57·05	46·56	56·74	47·27	57·05	5,64	6,04	2,64	3,05	3,00	2,99
8·47	7·31	54·60	42·10	52·40	40·33	54·60	42·10	10,84	10,86	5,61	5,00	5,23	5,86
11·31	16·79	35·46	55·51	35·34	55·31	35·46	55·51	89	1,20	49	74	40	46
5·49	8·53	40·86	53·18	39·38	52·19	40·86	53·18	23,34	25,47	5,55	8,86	17,79	16,61
11·26	10·04	48·43	39·33	48·17	39·31	48·43	39·33	2,29	1,95	1,09	1,00	1,20	95
7·90	8·43	47·83	54·03	45·60	52·31	47·83	54·03	63,27	61,63	23,80	25,26	39,47	36,37
56·98	66·23	59·51	76·74	58·58	76·21	59·51	76·74	2,07	2,89	1,57	1,67	1,80	1,22
8·05	9·17	45·53	55·24	45·48	54·94	45·53	55·24	12,70	14,82	4,66	4,82	8,04	10,00
13·57	17·98	81·00	127·47	79·10	124·26	81·00	127·47	1,58	1,68	81	1,07	77	61
7·85	11·69	42·89	57·48	42·65	57·41	44·12	58·51	1,85	2,48	77	1,15	1,08	1,33
7·28	8·91	40·32	48·71	39·31	47·74	41·90	49·89	51,04	57,45	21,47	25,85	29,57	31,60
13·77	10·71	54·06	50·79	54·04	50·76	54·06	50·79	84	84	59	63	25	21
9·66	11·25	79·28	84·01	78·68	83·56	79·28	84·01	10,12	11,46	4,42	5,29	5,70	6,17
9·07	8·79	45·00	45·00	45·00	45·00	45·00	45·00	32	27	21	18	11	9
38·75	40·72	50·04	68·19	49·84	62·92	50·04	68·19	5,04	5,83	2,22	2,59	2,82	3,24
15·71	20·36	72·82	93·58	72·72	93·53	72·82	93·58	1,77	2,35	10,13	1,46	64	89
13·99	17·96	92·27	134·39	92·23	134·36	92·27	134·39	90	1,26	64	77	26	49
10·85	7·99	64·05	38·15	64·03	38·02	64·05	38·15	1,81	1,53	1,23	1,08	58	45
13·54	12·66	54·23	49·71	53·64	49·13	54·23	49·71	48	46	16	15	32	31
14·76	25·19	76·07	169·30	75·93	169·35	76·07	169·30	30	50	21	35	9	14
28·00	14·31	177·16	102·90	178·84	102·96	166·24	91·41	5,00	3,26	2,18	1,27	2,82	1,99
29·30	34·67	50·87	67·25	50·82	67·16	50·87	67·25	8	10	5	5	3	5

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	21		22		23	
		COACHING					
		GROSS RECEIPTS AND TRAIN-MILEAGE.					
		Receipts from coaching traffic (in thousands of rupees).		Coaching train-miles run (in thousands). No.		Average coaching receipts per train-mile. Re.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.							
Bengal-Nagpur		79,30	89,76	1,524	1,514	5·20	5·93
Bombay, Baroda and Central India		1,03,42	1,08,91	1,668	1,677	6·20	6·49
Eastern Bengal		46,02	56,04	1,210	1,276	3·80	4·39
East Indian		2,14,59	2,20,44	3,985	3,942	5·38	5·59
Great Indian Peninsula		2,25,99	2,27,95	4,660	4,347	4·85	5·24
Madras and Southern Mahratta		75,34	69,50	1,226	1,210	6·14	5·75
Nizam's Guaranteed State		11,20	10,44	274	277	4·09	3·76
North Western		3,14,31	3,09,63	5,376	4,734	5·85	5·54
Oudh and Rohilkhand		75,42	76,25	985	997	7·66	7·65
South Indian		25,20	23,31	491	481	5·13	4·84
3' 3½" GAUGE.							
Assam-Bengal		17,71	26,81	477	496	3·71	5·41
Bengal and North-Western		58,70	64,56	1,397	1,476	4·20	4·37
Bhavnagar State		6,49	6,67	152	157	4·27	4·26
Bombay, Baroda and Central India		95,30	91,71	1,542	1,553	6·18	5·91
Burma		49,13	58,79	1,081	1,080	4·55	5·44
Eastern Bengal		35,44	44,03	1,001	1,085	3·54	4·26
Gondal-Porbandar State		5,60	5,86	146	144	3·84	4·06
Hyderabad-Godavari Valley		10,86	11,45	329	349	3·31	3·28
Jamnagar		1,51	1,53	25	27	5·94	5·70
Jodhpur-Bikaner		23,64	22,99	467	481	5·06	4·78
Junagad State		2,82	2,95	54	54	5·19	5·46
Madras and Southern Mahratta		59,85	58,73	1,410	1,400	4·24	3·84
Nilgiri		3,22	2,18	27	26	11·83	8·28
Rohilkund and Kumaon		11,76	10,44	245	2,05	4·80	5·08
Secunderabad-Gadwal		99	86	37	40	2·68	2·17
Shoranur-Cochin		2,19	2,46	58	59	3·79	4·19
South Indian		75,74	68,29	1,259	1,243	6·02	5·49
Udaipur-Chitorgarh		1,05	1,19	21	30	5·03	3·96
2' 6" GAUGE.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		6,16	6,22	268	270	2·30	2·30
Jacobabad-Kashmor		50	52	20	20	2·42	2·56
Kalka-Simla		6,57	5,44	69	70	9·56	7·80
Kohat-Thal and Nowshera-Durgai		1,83	1,69	84	83	2·19	2·05
Morappur-Hosur		70	66	45	38	1·56	1·76
Purulia-Banchi		1,86	3,08	59	72	3·14	4·27
Raipur-Dhamtari		45	49	12	12	3·66	4·23
Tirupattur-Krishnagiri		32	26	14	14	2·25	1·92
Trans-Indus (Kalabagh-Bannu)		1,98	1,96	54	60	3·67	3·26
2' 0" GAUGE.							
Pipar-Bilara Light		14	12	7	7	1·88	1·71

DIX 13—*continued.*

during each half of the financial year 1918-19.

prepare these statistics.]

24	25	26	27	28	29	30

TRAFFIC.

Units and Unit-mileage.												Average sum received for carrying a unit one mile.	
Number of units carried one mile (in thousands).													
1st class. Unit-miles.		2nd class. Unit-miles.		3rd or intermediate class. Unit-miles.		4th or lowest class. Unit-miles.		Total passenger unit-mileage. Unit-miles.		Other coaching traffic. Ton-miles.		1st class. Pies.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
3,909	4,749	11,127	9,606	15,177	16,732	347,342	413,331	377,555	444,410	7,582	7,358	14·98	15·65
4,537	6,464	29,897	29,063	57,794	59,539	452,632	453,414	544,650	548,479	10,976	13,042	13 24	12 97
1,684	1,883	4,211	4,501	10,651	12,183	214,058	279,891	230,804	298,463	3,317	2,986	17·11	17·27
6,890	9,925	24,339	30,559	47,943	55,873	983,165	1,017,049	1,062,337	1,113,406	20,558	17,477	15·98	16·00
19,117	19,075	46,993	42,918	18,472	16,799	891,310	938,294	975,892	1,012,086	31,179	30,097	14·94	11·63
8,799	8,790	13,387	12,237	6,019	6,736	398,092	360,297	421,297	383,760	7,277	6,642	15·20	16·11
402	440	2,179	2,440	19,558	19,855	37,784	34,333	59,923	57,068	1,169	962	16·51	14·57
10,950	11,187	42,681	46,928	79,659	88,512	1,374,496	1,378,310	1,507,789	1,524,937	39,563	31,646	12·96	14·86
2,806	2,795	5,078	2,499	26,116	26,973	345,335	349,603	381,830	388,870	4,671	4,266	17·77	17·09
1,247	1,166	5,222	4,616	...	...	128,528	123,993	134,999	129,981	2,497	1,868	15·96	16·17
519	636	809	1,059	3,166	3,996	88,948	142,452	93,442	148,133	782	1,325	18·79	19·08
442	599	2,277	2,554	5,865	5,889	504,200	556,568	512,784	565,610	1,658	1,749	16·86	16 39
67	71	1,130	1,129	...	...	35,353	36,216	36,550	37,416	218	236	12·00	12·00
1,992	1,668	8,370	9,369	18,255	18,900	598,230	565,473	626,247	595,405	6,705	7,377	16·57	16·48
2,135	2,475	6,014	7,277	...	...	257,310	308,342	265,459	318,094	2,308	2,567	18·70	18·33
1,082	1,272	2,478	2,921	4,711	5,586	171,793	218,619	180,064	228,398	2,506	2,859	17·36	17·48
48	65	1,281	1,418	...	...	29,382	30,734	30,671	32,217	154	162	21·35	17·28
380	379	2,039	2,025	...	...	65,901	69,390	68,320	71,794	708	734	14·33	15·02
12	19	242	306	...	...	6,217	6,404	6,471	6,729	33	40	18·00	18·00
395	530	2,478	2,378	5,113	5,614	132,884	125,874	140,870	134 891	1,451	1,591	17·39	16·36
30	28	686	747	...	...	15,099	16,084	15,815	16,859	84	72	12·00	12·00
1,976	1,899	8,428	7,701	2,283	2,279	346,003	318,101	358,690	329,980	3,562	2,741	16·16	16·42
639	351	...	...	...	...	2,789	2,388	3,378	2,689	71	48	26·78	26·82
395	241	962	705	964	838	80,595	75,506	82,906	77,380	430	367	28·64	26·64
15	16	153	133	...	...	6,710	5,781	6,878	5,930	13	8	16·78	17·21
89	102	505	481	...	...	13,470	15,370	14,064	15,953	72	63	13·59	13·53
2,366	2,162	13,497	11,851	...	...	430,874	436,056	496,737	450,069	2,496	1,782	14·48	15·54
12	15	66	89	39	78	7,126	8,038	7,243	8 215	42	41	17·94	18·00
66	84	225	272	528	539	34,518	35,140	35,332	36,038	202	169	21·44	20·78
2	2	20	22	123	95	1,676	1,915	1,521	2,034	16	6	27·00	27·01
577	342	645	471	495	317	8,692	3,399	5,399	4,599	169	168	52·16	53·32
29	33	101	148	213	183	9,213	9,045	9,556	9,408	111	63	16·77	17·14
24	25	...	...	...	...	5,083	4,689	5.107	4,714	11	10	12·60	12·73
91	85	197	206	323	407	9,468	19.526	10 069	20,224	69	72	18·26	19·29
2	2	17	14	65	66	2,595	2,876	2,679	2,958	9	8	23·78	23·70
9	5	...	...	...	...	2,277	1,923	2,286	1,928	7	5	13·16	12·65
79	61	144	137	278	243	7,741	9,440	5,255	9,881	213	160	16·29	16·12
...	...	4	6	...	...	936	696	940	700	3	3	20·03	15·34

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	31		32		33	
		COACHING					
		Units and Unit					
		Average sum received for carrying					
		2nd class. Pies.		3rd or intermediate class. Pies.		4th or lowest class. Pies.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" Gauge.							
Bengal-Nagpur		6·46	7·31	4·24	4·32	2·98	2·96
Bombay, Baroda and Central India		5·55	6·33	3·50	3·50	2·76	2·76
Eastern Bengal		8·17	8·40	4·41	4·42	2·96	2·96
East Indian		7·69	7·80	4·28	4·28	2·99	2·97
Great Indian Peninsula		6·60	6·81	4·48	4·49	3·04	2·91
Madras and Southern Mahratta		6·31	6·42	4·20	3·95	2·58	2·60
Nizam's Guaranteed State		8·82	6·85	2·99	2·99	2·49	2·49
North Western		5·48	5·72	4·42	4·50	2·97	3·00
Oudh and Rohilkhand		7·11	6·97	4·55	4·74	3·02	3·02
South Indian		7·35	7·18	...	...	2·66	2·67
3' 3¾" Gauge.							
Assam-Bengal		9·62	9·98	3·50	3·73	2·73	2·95
Bengal and North-Western		8·10	8·12	4·46	4·44	1·99	1·99
Bhavnagar State		6·00	6·00	...	...	3·00	3·00
Bombay, Baroda and Central India		7·46	7·27	3·00	3·00	2·49	2·49
Burma		8·13	8·12	...	...	3·01	3·03
Eastern Bengal		7·56	7·98	4·51	4·51	3·01	3·01
Gondal-Porbandar State		6·45	6·58	...	...	3·05	3·04
Hyderabad-Godavari Valley		6·41	6·63	...	...	2·39	2·47
Jamnagar		9·00	9·00	...	...	3·75	3·75
Jodhpur-Bikaner		8·68	9·30	4·28	4·06	2·63	2·64
Junagad State		5·99	5·99	...	...	3·00	2·99
Madras and Southern Mahratta		7·31	7·51	4·50	4·50	2·56	2·55
Nilgiri		...	...	...	...	7·64	7·14
Rohilkund and Kumaon		12·39	11·48	4·43	4·32	2·15	2·13
Secunderabad-Gadwal		8·73	8·84	...	...	2·49	2·59
Shoranur-Cochin		5·78	6·44	...	...	2·56	2·59
South Indian		6·91	7·22	...	...	2·55	2·57
Udaipur-Chitorgarh		8·97	8·83	4·00	3·99	2·47	2·49
2' 6" Gauge.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		11·13	10·64	4·50	4·50	3·00	3·00
Jacobabad-Kashmor		13·50	13·47	6·75	6·75	4·50	4·50
Kalka-Simla		27·64	24·96	15·98	15·96	10·50	10·50
Kohat-Thal and Nowshera-Durgai		10·60	7·46	4·50	4·50	3·00	3·00
Morappur-Hosur		...	...	...	...	2·45	2·52
Purulia-Ranchi		9·98	10·09	4·49	4·49	2·95	2·58
Raipur-Dhamtari		11·88	11·80	4·50	4·50	3·00	3·00
Tirupattur-Krishnagiri		...	...	...	...	2·51	2·46
Trans Indus (Kalabagh-Bannu)		6·46	6·21	4·50	4·50	3·39	3·00
2' 0" Gauge							
Pipar-Bilara Light		9·97	9·00	...	...	2·67	3·00

DIX 13—*continued.*

during each half of the financial year 1918-19.

prepare these statistics.]

34	35	36	37	38	39	40

TRAFFIC—*contd.*

MILEAGE—*contd.*

Unit one mile—*concld.*				Average number of units in a train.									
Average for all classes. Pies.		Other coaching traffic per ton-mile. Pies.		1st class. No.		2nd class. No.		3rd or intermediate class. No.		4th or lowest class. No.		Total passenger units. No.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
3·26	3·23	38·71	39·20	2·57	3·14	7·30	6·24	9·06	11 04	227·95	272·99	247·78	293·11
3·07	3·15	28·46	27 99	2·60	3·36	17·02	17 33	24·63	35·50	271·30	270·38	326·45	327·07
3·22	3·19	42 25	41·24	1·56	1·48	3·48	3·13	8·80	9·54	176 89	219·26	1:0·73	233·81
3·24	3·29	32·33	32·86	1·72	2·2	6·11	7·75	12·03	14·17	246·70	258·01	266·56	282·45
3·41	3·27	32·34	35·57	4·10	4·39	10·09	9 87	3·96	3·87	19 ·28	214·68	209·43	232·81
2·33	2·57	34·34	34·30	3·10	3·13	10·92	10·11	4·91	5·57	324·63	293·40	343·56	317·21
2·98	2·94	33·02	33·70	1·47	1·59	7·96	8·80	...	...	200·47	195·40	218·90	205·79
3·19	3·26	30·89	31·00	2·04	2·46	7 94	9·91	14 82	18·70	256 69	291·14	283·49	322·11
3·30	3·33	40·00	40·03	2·34	2 8)	8·20	9·53	26·51	27·05	350·60	350·54	387·65	389·21
2·97	2·96	33 42	33·77	2·54	2·42	10 61	10·01	...	...	261·92	257·63	275·10	270·06
3·28	3·09	42·79	42 79	1 09	1 26	1·70	2·14	6·64	8·06	186·55	287·47	195·98	299·83
2·06	2·06	42·09	42·07	0·32	0·40	1·63	1 78	4·20	3 99	360·96	377·10	367·11	383·22
3·11	3·10	50·71	50·63	0·44	0·46	7·44	7·20	...	...	232·71	231·99	240·59	238 75
2·61	2·62	29·52	26·94	0·90	1·07	5·48	6 03	11·84	12·17	387·96	364·19	406·13	383·46
3·25	3·26	35 20	34·93	1·98	2·29	5·56	6·73	...	...	238·10	285·40	245·64	294·42
3·20	3·29	40·52	40·29	1·08	1·28	2·48	2·82	4·71	5·40	171·68	211 30	179·95	220·75
3·24	3·22	53·33	53·41	0·40	0·45	8·79	9·88	...	...	201·25	213·10	210·44	223·38
2·67	2·65	37·05	40·17	1·16	1·08	6·21	5 50	...	...	200·60	198·78	207·97	205·66
3·97	4·03	39·36	54·03	0·47	0·70	9 53	11·43	...	...	244·71	239·05	254·71	251·18
2·84	2·84	37·24	37·38	0·85	1·10	5·31	4·93	10·95	11·67	284·50	261·52	301·61	279·23
3·14	3·14	51·60	51·52	0 56	0·52	12·65	13·83	...	...	278·53	297·73	291·74	312·07
2·76	2·75	44·75	44·72	1·40	1·36	5·98	5·50	1·62	1·63	245·36	227·16	254·36	235·65
11·42	9·71	325·14	83·20	23·49	13·34	...	...	...	...	100·79	86·75	124·19	102 09
2·42	2·32	58·75	57·63	1·61	1·17	3·89	3·43	3·93	4·08	339·00	367 98	338 43	376·66
2 66	2·68	57·10	75 07	0·41	0·41	4·13	3 36	...	...	181·22	145·93	185·76	149·70
2·75	2·77	48·67	48·77	1·54	1·74	8·73	9·19	...	...	252·96	261·60	243·28	271·53
2·72	2·75	41·15	40·67	1·88	1·74	10 72	9·54	...	...	331·98	350·89	394·58	362·17
2·58	2·60	32·77	36·73	0·56	0·52	3·17	2 95	1·88	2·41	342·58	267·15	343·20	273·03
3·11	3·12	41·53	41·49	0·25	0·31	0·84	1·01	1·95	1·99	128·76	130·14	131·80	133·45
4·77	4·73	51·54	57·64	0·03	0·12	0·96	1·07	6 02	4·66	81 81	94·40	88·87	100·25
17·20	15·62	190·85	200·55	3·39	4·91	9·37	6·75	7·06	4·54	58·68	48·73	78·50	64·92
3·16	3·15	45·16	45·92	0·35	0·38	1·21	1·79	2·55	2·22	110·12	109·27	114·23	113·66
2·50	2·57	60·97	60·69	0·54	0·66	...	...	...	...	118·19	124·78	113·78	125·44
3·26	3·77	42·24	42·28	1·53	1·17	3·32	2·86	5 43	5·65	159·12	271·91	169·40	280·69
3·11	3·09	43·87	43·61	0·15	0·16	1 36	1·23	5·23	5 66	208 74	245 73	215·47	252·78
2·55	2·49	40·92	41·67	0·61	0·42	...	...	...	...	16 ·94	141 46	161·55	141·88
3·59	3·16	39·48	59·98	1·30	1·02	2 68	2·28	5·16	4·03	143 76	136 81	152·90	164·14
2 70	3·04	48	27·64	0·03	0·05	0·55	0·61	...	...	1·8·40	102·96	125·98	103·62

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	41		42		43	
		COACHING					
		UNITS AND UNIT MILEAGE—*concld.*		VEHICLES AND VEHICLE			
		Average number of units in a train—*concld.*		Number of coaching vehicles			
		Other coaching traffic. Tons.		1st class. Vehicle miles.		2nd class. Vehicle miles.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5′ 6″ GAUGE.							
Bengal-Nagpur		4·96	4·86	2,278	2,404	1,839	1,811
Bombay, Baroda and Central India		6·58	7·78	2,187	2,266	4,323	4,556
Eastern Bengal		2·74	2·84	1,309	1,498	1,228	1,325
East Indian		5·16	4·43	4,323	4,700	8,200	8,150
Great Indian Peninsula		6·69	6·92	9,008	8,519	7,547	6,966
Madras and Southern Mahratta		5·93	5·49	1,582	1,624	1,988	2,002
Nizam's Guaranteed State		4·05	3·47	296	278	494	426
North Western		7·36	6·69	7,097	7,594	6,010	6,699
Oudh and Rohilkhand		4·74	4·28	1,260	1,339	1,260	1,327
South Indian		5·09	3·88	528	491	664	608
3′ 3½″ GAUGE.							
Assam-Bengal		1·64	2·67	866	933	865	929
Bengal and North-Western		1·19	1·19	2,792	2,899	2,522	2,574
Bhavnagar State		1·43	1·50	199	216	264	286
Bombay, Baroda and Central India		4·35	4·75	2,053	2,119	2,110	2,181
Burma		2·14	2·39	1,660	2,171	1,916	1,914
Eastern Bengal		2·56	2·76	1,610	1,480	699	696
Gondal-Porbandar State		1·06	1·12	177	180	303	306
Hyderabad-Godavari Valley		2·16	2·10	313	350	494	510
Jamnagar		3·26	1·50	54	56	55	54
Jodhpur-Bikaner		3·11	3·31	797	822	812	827
Junagad State		1·55	1·34	78	83	141	144
Madras and Southern Mahratta		2·53	1·96	2,187	2,140	2,282	2,208
Nilgiri		2·62	1·81	56	48	...	...
Rohilkund and Kumaon		1·76	1·79	456	369	334	328
Secunderabad-Gadwal		0·36	0·20	30	29	102	104
Shoranur-Cochin		1·24	1·06	84	106	79	102
South Indian		1·98	1·43	1,583	1,721	2,150	2,114
Udaipur-Chitorgarh		2·01	1·37	19	28	21	30
2′ 6″ GAUGE.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·75	0·62	336	384	353	382
Jacobabad-Kashmor		0·78	0·30	17	14	18	14
Kalka-Simla		2·46	2·41	81	123	81	122
Kohat-Thal and Nowshera-Durgai		1·32	0·76	59	39	91	51
Morappur-Hosur		0·25	0·25	63	62	...	...
Purulia-Ranchi		1·17	1·00	102	98	104	130
Raipur-Dhamtari		0·75	0·70	16	17	16	17
Tirupattur-Krishnagiri		0·49	0·35	19	19	...	...
Trans-Indus (Kalabagh-Bannu)		3·96	2·67	51	65	51	63
2′ 0″ GAUGE.							
Pipar-Bilara Light		0·47	0·46	5	4	5	3

DIX 13—*continued.*

during each half of the financial year 1918-19.

prepare these statistics.]

44	45	46	47	48	49	50

TRAFFIC—*contd.*

MILEAGE.

hauled one mile (in thousands).										Average number of vehicles in a coaching train.			
3rd or intermediate class. Vehicle miles.		4th or lowest class. Vehicle miles.		Other vehicles. Vehicle miles.		Brake-vans. Vehicle miles.		Total. Vehicle miles.		1st class. No.		2nd class. No.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
2,909	2,383	13,431	12,811	2,550	2,520	1,993	1,573	24,990	23,503	1·50	1·59	1·20	1·20
...	...	18,585	18,459	5,994	3,890	3,628	3,689	32,712	32,854	1·31	1·35	2·59	2·71
2,845	2,885	9,805	9,964	3,585	3,549	934	1,149	19,656	20,370	1·08	1·17	1·02	1·04
9,593	9,537	36,784	36,462	9,585	10,103	3,280	3,214	71,715	72,166	1·08	1·12	2·06	2·07
971	971	42,082	40,107	9,188	9,819	5,800	5,485	74,596	71,867	1·28	1·26	1·62	1·60
494	548	11,855	11,491	2,890	3,173	1,483	1,524	20,282	20,362	1·29	1·34	1·62	1·66
...	...	1,980	1,955	348	287	525	498	3,643	3,444	1·08	1·09	1·30	1·54
7,530	7,805	43,345	45,335	8,687	6,354	7,117	8,496	79,718	82,283	1·32	1·60	1·12	1·42
1,968	1,723	9,049	10,906	1,712	1,354	1,593	1,458	16,842	18,107	1·28	1·34	1·28	1·38
...	...	4,247	4,189	792	814	435	450	6,666	6,553	1·08	1·02	1·35	1·26
882	898	5,533	6,770	944	1,016	417	455	9,507	11,601	1·32	1·38	1·31	1·38
2,670	2,751	28,858	31,043	708	852	3,865	4,023	41,410	44,142	2·00	1·96	1·80	1·75
...	...	1,744	1,797	46	51	332	352	2,585	2,702	1·31	1·38	1·74	1·82
...	...	28,177	28,042	2,381	1,659	4,444	4,626	39,165	38,627	1·33	1·37	1·37	1·40
...	...	18,764	18,798	1,872	1,914	1,695	1,686	26,107	26,483	1·72	2·01	1·77	1·77
2,469	2,165	10,531	11,028	2,946	3,061	1,150	1,111	19,405	19,541	1·60	1·43	0·70	0·67
...	...	1,539	1,590	105	106	328	324	2,442	2,506	1·21	1·25	2·08	2·12
...	...	3,152	3,363	210	177	414	439	4,583	4,839	0·96	1·00	1·50	1·46
...	...	295	296	18	19	75	75	492	498	2·14	2·10	2·16	2·02
753	778	5,761	5,727	698	715	532	531	9,353	9,390	1·71	1·71	1·74	1·72
...	...	685	708	18	19	156	156	1,078	1,105	1·44	1·53	2·59	2·67
167	166	18,764	18,712	2,202	2,243	1,507	1,515	27,109	26,984	1·55	1·53	1·62	1·58
...	...	109	105	59	51	1	...	225	204	2·07	1·80	...	...
196	201	4,040	3,812	62	178	665	551	5,903	5,439	1·36	1·30	1·57	1·60
...	...	452	431	7	7	51	49	642	620	0·81	0·72	2·76	2·63
...	...	678	642	48	52	120	121	1,009	1,023	1·45	1·79	1·37	1·74
...	...	19,084	18,794	3,066	3,082	168	94	26,001	25,805	1·26	1·39	1·71	1·70
13	19	338	450	5	9	56	79	452	615	0·90	0·94	1·00	0·99
325	328	4,339	4,504	696	668	294	291	6,343	6,552	1·25	1·42	1·32	1·42
35	29	335	275	9	13	37	35	441	380	0·85	0·70	0·85	0·70
42	56	299	366	113	79	47	59	663	805	1·18	1·76	1·17	1·75
44	55	717	814	59	22	114	123	1,084	1,104	0·71	0·47	1·09	0·62
...	...	558	565	82	84	30	26	732	737	1·38	1·65	...	...
139	136	986	1,137	176	220	35	46	1,542	1,737	1·72	1·66	1·74	1·66
19	19	143	146	14	14	12	11	220	224	1·32	1·44	1·32	1·44
...	...	174	178	26	26	9	9	223	232	1·36	1·20	...	...
2	78	698	828	83	38	56	49	1,023	1,116	0·95	1·07	0·95	1·05
...	...	68	61	...	...	...	...	73	68	0·62	0·66	0·73	0·50

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	51		52		53	
		COACHING					
		VEHICLES AND VEHICLE					
		Average number of vehicles in a coaching					
		3rd or intermediate class. No.		4th or lowest class. No.		Other vehicles. No.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" Gauge.							
Bengal-Nagpur		1·91	1·57	8·81	8·46	1·67	1·66
Bombay, Baroda and Central India		...	...	11·14	11·01	2·40	2·32
Eastern Bengal		2·85	2·26	8·10	7·81	2·92	2·78
East Indian		2·41	2·42	9·28	9·25	2·39	2·56
Great Indian Peninsula		0·21	0·22	9·03	9·23	1·97	2·26
Madras and Southern Mahratta		0·39	0·45	9·67	9·50	2·36	2·62
Nizam's Guaranteed State		...	...	7·24	7·05	1·27	1·03
North Western		1·40	1·65	8·06	9·58	1·61	1·34
Oudh and Rohilkhand		2·00	1·73	9·18	10·23	1·74	1·36
South Indian		...	...	8·65	8·70	1·61	1·69
3' 3½" Gauge.							
Assam-Bengal		1·85	1·81	11·60	13·66	1·98	2·05
Bengal and North-Western		1·91	1·86	20·66	21·03	0·51	0·58
Bhavnagar State		...	...	11·48	11·46	0·30	0·33
Bombay, Baroda and Central India		...	...	18·27	18·06	1·55	1·07
Burma		...	...	17·36	17·40	1·78	1·77
Eastern Bengal		2·47	2·09	10·58	10·66	2·94	2·96
Gondal-Porbandar State		...	...	10·49	11·02	0·72	0·74
Hyderabad-Godavari Valley		...	...	9·59	9·63	0·64	0·51
Jamnagar		...	...	11·62	11·06	0·48	0·45
Jodhpur-Bikaner		1·61	1·62	12·34	11·90	1·49	1·48
Junagad State		...	...	12·64	13·01	0·33	0·36
Madras and Southern Mahratta		0·12	0·12	13·30	13·36	1·56	1·60
Nilgiri		...	...	4·02	3·99	2·18	1·95
Rohilkund and Kumaon		0·80	0·96	16·49	18·55	0·66	0·86
Secunderabad-Gadwal		...	...	12·21	10·37	0·18	0·17
Shoranur-Cochin		...	...	11·78	10·98	0·84	0·89
South Indian		...	...	15·12	15·12	2·48	2·48
Udaipur-Chitorgarh		0·61	0·63	16·25	14·94	0·27	0·28
2' 6" Gauge.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		1·21	1·21	16·18	16·68	2·60	2·46
Jacobabad-Kashmor		1·70	1·41	16·38	13·55	0·45	0·65
Kalka-Simla		0·61	0·80	4·35	5·25	1·64	1·14
Kohat-Thal and Nowshera-Durgai		0·53	0·67	8·57	9·33	0·70	0·26
Morappur-Hosur		...	...	12·43	15·05	1·86	2·24
Purulia-Ranchi		2·34	1·89	16·59	15·78	2·97	3·06
Raipur-Dhamtari		1·53	1·62	11·52	12·51	1·09	1·16
Tirupattur-Krishnagiri		...	...	12·33	13·08	1·31	1·91
Trans-Indus (Kalabagh-Bannu)		1·66	1·31	12·96	13·67	1·54	0·63
2' 0" Gauge.							
Pipar-Bilara Light		...	...	8·62	9·03	..	...

DIX 13—*continued.*

during each half of the financial year 1918-19.

prepare these statistics.]

54	55	56	57	58	59	60

TRAFFIC—*contd.*

MILEAGE—*contd.*

Train—*concld.*				Average earnings per coaching vehicle per mile.									
Brake-vans. No.		Total. No.		1st class. Pies.		2nd class. Pies.		3rd or intermediate class. Pies.		4th or lowest class. Pies.		Other vehicles. Pies.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
1·31	1·04	16·40	15·52	25·62	30·91	39·29	38·80	22·66	30·34	76·99	95·09	114·63	114·46
2·17	2·20	19·61	19·59	36·27	37·90	38·42	40·45	...	...	78·01	78·99	78·20	98·86
0·77	0·90	16·24	15·96	24·63	21·77	28·03	28·52	16·50	18·66	64·24	88·16	39·64	34·69
0·82	0·82	17·99	18·31	25·43	33·79	22·82	29·26	21·40	25·09	79·95	82·87	71·00	56·85
1·25	1·26	16·01	16·58	25·88	26·05	41·12	41·98	85·10	77·70	64·88	67·72	109·76	109·02
1·31	1·26	16·54	16·88	36·52	37·69	42·52	39·22	52·19	48·48	86·49	81·55	87·71	72·85
1·92	1·80	13·31	12·42	22·45	28·11	38·98	39·21	...	...	77·04	74·11	105·31	113·15
1·32	1·79	14·88	17·38	20·02	21·89	38·56	40·04	46·80	51·01	94·27	91·13	141·50	154·40
1·63	1·46	17·10	18·15	32·51	35·87	45·57	49·92	60·33	71·15	115·40	96·89	109·10	126·12
0·89	0·94	13·58	13·61	37·72	38·44	37·81	56·82	...	...	80·54	79·01	105·29	77·52
0·88	0·92	19·94	22·20	11·25	12·79	9·00	11·37	12·93	16·61	58·26	62·14	35·48	55·85
2·77	2·73	29·65	29·91	2·67	3·39	7·81	8·05	9·80	9·51	34·84	35·73	96·53	86·33
2·19	2·25	17·02	19·24	4·03	3·96	25·67	23·68	...	...	60·75	60·40	241·29	233·29
2·88	2·98	25·40	24·88	13·23	12·89	29·61	31·24	...	...	54·88	52·30	88·15	119·30
1·57	1·56	24·15	24·51	21·47	20·89	25·52	30·88	...	...	41·21	49·68	43·40	47·21
1·15	1·07	19.39	18·88	11·67	15·02	26·81	33·46	8·60	11·68	49·15	59·77	85·30	37·72
2·26	2·25	16·76	17·38	7·04	6·21	27·26	30·52	...	...	58·72	58·72	78·28	81·34
1·26	1·26	18·95	18·86	17·37	16·27	26·48	26·32	...	...	51·98	50·91	124·80	166·16
2·96	2·80	19·36	18·42	3·95	5·99	39·60	50·84	...	...	78·95	81·10	265·76	181·90
1·14	1·08	20·08	19·51	8·57	10·55	26·47	26·66	29·08	29·38	60·08	57·33	77·39	83·21
2·88	2·88	19·88	20·45	4·63	4·11	29·26	31·08	...	...	66·05	69·47	241·08	198·32
1·07	1·08	19·22	19·27	14·60	14·57	27·00	26·18	61·49	61·87	47·21	48·28	72·38	54·66
0·03	0·01	8·30	7·75	304·16	198·68	...	...	...	...	196·05	158·75	391·90	307·87
2·71	2·68	24·09	26·47	24·80	17·39	30·72	24·67	21·74	18·01	42·86	42·38	156·38	119·22
0·88	1·25	17·34	15·64	8·51	9·76	13·06	11·31	...	...	36·98	33·55	118·82	85·90
2·07	2·06	17·46	17·41	14·43	13·10	36·98	30·38	...	...	50·87	51·91	72·89	59·52
0·13	0·08	20·65	20·77	21·63	19·52	43·39	40·45	...	...	64·30	59·57	33·50	23·52
2·08	2·62	21·73	20·40	11·19	9·94	28·45	26·38	12·28	15·28	52·56	44·54	242·35	175·77
1·10	1·08	23·66	24·27	4·24	4·58	7·09	7·57	7·24	7·38	23·87	23·41	12·05	10·55
1·34	1·71	21·52	18·72	2·64	4·09	15·07	20·73	23·95	22·26	22·55	31·35	39·51	26·58
0·69	0·84	9·64	11·54	371·14	148·88	201·81	96·56	185·10	90·22	129·55	97·35	295·25	425·10
1·36	1·48	13·96	13·38	8·26	13·82	11·71	21·71	21·91	14·96	35·52	33·39	84·95	133·54
0·66	0·68	16·30	19·62	4·90	5·08	...	...	...	...	22·34	20·89	8·38	6·86
0·58	0·63	25·94	24·38	16·22	16·66	17·74	17·37	10·43	13·40	28·32	44·38	16·63	13·84
0·95	0·94	17·73	19·11	2·74	2·63	12·23	10·07	15·30	15·77	54·33	58·92	29·72	26·50
0·67	0·68	16·17	17·07	5·86	3·76	...	...	...	...	32·71	26·61	11·00	7·64
1·04	0·81	19·10	18·54	22·30	15·25	13·22	13·46	14·02	13·91	37·55	34·42	101·70	169·59
...	...	9·99	10·19	1·01	1·16	7·28	10·96	...	...	39·78	34·20	...	...

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	61		62		63	
		COACHING					
		VEHICLES AND VEHICLE					
		Carrying capacity hauled one mile					
		1st class. Seats.		2nd class. Seats.		3rd or intermediate class. Seats.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5′ 6″ Gauge.							
Bengal-Nagpur		32,549	33,662	41,383	41,542	104,113	86,721
Bombay, Baroda and Central India		43,193	45,156	138,439	145,804	...	...
Eastern Bengal		33,935	37,118	34,284	35,675	70,518	129,567
East Indian		93,794	97,813	196,504	124,907	397,154	395,439
Great Indian Peninsula		136,069	133,478	253,604	240,482	35,694	37,789
Madras and Southern Mahratta		15,959	16,512	35,474	35,562	15,942	17,362
Nizam's Guaranteed State		4,255	3,974	13,139	11,234	...	...
North Western		144,322	158,071	131,563	147,528	318,088	335,831
Oudh and Rohilkhand		32,897	35,425	33,625	36,094	53,430	50,263
South Indian		6,267	7,663	18,424	16,935	...	...
3′ 3¾″ Gauge.							
Assam-Bengal		12,531	13,271	12,512	13,219	13,882	11,422
Bengal and North-Western		23,901	25,143	30,143	31,331	54,461	56,104
Bhavnagar State		1,906	2,055	3,551	3,839	...	...
Bombay, Baroda and Central India		18,767	19,265	25,316	26,167	...	...
Burma		17,099	19,267	32,355	33,516	...	...
Eastern Bengal		19,207	17,351	2,297	2,149	52,515	47,812
Gondal-Porbandar State		1,977	1,911	4,247	4,374	...	...
Hyderabad-Godavari Valley		3,924	4,215	10,060	10,218	...	...
Jamnagar		489	512	645	628	...	...
Jodhpur-Bikaner		12,801	12,896	13,156	13,190	20,874	21,490
Junagad State		511	530	1,468	1,541	...	...
Madras and Southern Mahratta		17,653	17,222	28,156	27,138	5,012	4,978
Nilgiri		1,038	872	...	...	...	...
Rohilkund and Kumaon		2,696	2,084	2,561	2,241	2,222	1,894
Secunderabad-Gadwal		239	240	1,717	1,728	...	...
Shoranur-Cochin		675	854	918	1,195	...	...
South Indian		20,499	15,744	32,910	28,481	...	...
Udaipur-Chitorgarh		288	333	250	358	344	512
2′ 6″ Gauge.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		3,203	3,480	3,203	3,477	5,260	5,576
Jacobabad-Kashmor		230	227	230	227	695	573
Kalka-Simla		899	1,358	895	1,354	879	1,177
Kohat-Thal and Nowshera-Durgai		831	540	1,245	701	964	1,214
Morappur-Hosur		496	497	...	...	...	...
Purulia-Ranchi		972	923	1,008	981	2,722	2,563
Raipur-Dhamtari		163	203	163	203	566	580
Tirupattur-Krishnagiri		154	152	...	...	...	...
Trans Indus (Kalabagh-Bannu)		690	848	690	889	1,567	1,313
2′ 0″ Gauge.							
Pipar-Bilara Light		55	54	71	44	...	...

DIX 13—*continued.*

during each half of the financial year 1918-19.

prepare these statistics.]

64	65	66	67	68	69	70

TRAFFIC—*contd.*

MILEAGE—*concld.*

excluding brakes)—(in thousands).				Percentage of freight upon capacity hauled—									
4th or lowest class. Seats.		Other vehicles. Tons.		1st class. Per cent.		2nd class. Per cent.		3rd or intermediate class. Per cent.		4th or lowest class. Per cent.		Other vehicles. Per cent.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
678,315	646,276	19,972	19,055	12·01	14·11	26·69	23·13	14·58	19·28	51·21	63·96	37·82	38·62
1,018,343	1,010,098	20,370	19,838	10·04	14·31	21·60	19·98	...	...	50·12	50·78	53·88	65·74
506,911	565,275	35,096	35,886	5·55	5·09	12·28	12·62	15·11	9·40	42·23	49·51	9·45	8·37
2,081,909	2,009,553	58,231	58,876	7·33	10·15	12·39	15·68	12·07	14·13	48·39	56·61	35·39	29·69
2,101,947	2,027,613	47,409	51,920	14·05	14·29	18·17	17·35	51·75	44·46	42·40	46·03	65·77	57·97
621,882	610,488	18,481	18,350	23·80	22·96	37·74	34·41	37·76	38·80	64·01	59·13	39·49	36·20
115,160	114,475	4,872	3,412	9·45	11·08	16·53	21·72	...	...	49·79	47·34	25·88	28·20
2,318,204	2,450,328	51,381	39,432	7·59	7·08	53·46	31·61	25·04	26·36	50·42	56·25	78·00	80·26
490,630	528,729	29,455	27,735	7·01	7·89	24·01	26·32	48·88	53·66	80·19	66·13	15·86	15·38
210,214	199,832	3,711	3,664	15·09	15·22	28·34	28·44	...	...	61·14	62·05	67·29	50·97
173,421	212,437	2,447	2,806	4·14	4·71	6·47	8·01	22·80	34·99	51·29	67·06	31·97	47·23
814,718	861,316	3,231	4,089	1·85	2·38	7·55	8·15	10·77	10·50	61·89	64·62	51·31	48·78
47,730	48,549	310	345	3·49	3·48	31·68	29·39	...	...	74·08	74·60	70·29	68·22
906,574	940,323	13,091	8,712	7·42	8·63	33·06	35·81	...	...	61·74	62·15	51·22	84·67
615,699	627,124	8,056	8,231	12·49	13·85	18·59	22·38	...	...	41·79	49·17	28·65	31·43
346,207	365,883	18,155	13,039	5·64	7·33	26·65	31·93	8·97	11·68	49·62	59·83	14·14	21·92
47,468	49,791	487	494	2·95	3·39	30·15	32·42	...	...	61·79	61·73	31·68	32·32
133,066	133,667	1,157	821	9·68	8·99	20·27	19·82	...	...	49·53	50·04	61·21	89·43
8,370	8,020	44	44	2·44	3·64	37·50	45·72	...	...	74·28	79·86	188·00	91·27
216,618	206,216	9,637	9,607	3·09	4·11	18·84	17·99	24·50	26·12	64·31	61·04	15·06	16·57
21,674	22,299	75	81	5·90	5·34	46·10	48·48	...	...	69·67	72·13	111·78	89·77
603,988	596,649	9,986	10,142	11·19	11·06	29·93	28·38	45·55	45·88	57·29	53·31	35·67	27·08
2,816	2,713	231	204	62·12	40·30	...	....	...	...	97·28	86·16	30·85	23·34
130,400	123,505	372	391	14·71	11·56	37·18	31·46	43·36	44·50	61·31	61·21	115·57	93·96
13,084	13,679	184	186	6·37	6·78	8·91	7·73	...	...	51·29	45·60	7·29	4·19
22,867	21,574	110	125	13·16	11·96	55·01	40·25	...	...	58·91	71·25	65·27	49·97
619,972	612,647	9,698	9,744	11·54	13·78	58·91	41·61	...	...	77·56	71·18	25·75	18·29
9,865	13,217	28	35	4·96	4·70	26·42	24·87	11·36	15·18	72·23	60·31	184·37	119·61
102,660	106,907	1,294	1,268	2·07	2·43	7·02	7·82 "9·62	9·94	9·66	33·62	32·87	15·61	13·30
6,691	5,499	59	87	0·61	1·09	6·98	34·78	17·76	16·49	25·05	34·83	25·72	7·09
7,165	8,204	336	198	64·15	25·21	72·01	21·17	55·23	26·92	51·53	41·43	50·40	84·99
17,958	20,378	145	54	3·52	5·84	8·09		22·15	15·11	51·30	44·40	76·31	115·76
8,450	8,560	492	505	4·87	4·99	...	...	...	...	60·16	54·78	2·29	1·88
21,849	25,148	308	378	9·32	9·15	19·67	23·15	11·86	15·87	43·29	77·65	22·53	19·02
4,541	4,611	14	14	1·16	0·92	10·33	7·61	11·46	12·50	57·15	62·38	68·51	60·77
2,812	2,867	154	156	5·57	3·71	...	...	...	...	80·97	67·85	4·48	3·06
16,454	19,128	144	119	10·14	7·26	20·88	16·39	17·75	18·50	47·06	49·35	147·94	134·89
875	852	...	...	0·42	0·63	5·62	9·37	...	...	106·91	81·61	...	...

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not prepare

Railway system.	Serial number.	71	72
		COACHING	
		WEIGHT OF TRAIN	
		Gross ton-mileage of (in	
		Freight. Ton-miles.	Dead-weight. Ton-miles.
		1st half.	2nd half.	1st half.	2nd half.
5′ 6″ GAUGE.					
Bengal-Nagpur		30,585	34,405	501,655	478,477
Bombay, Baroda and Central India		44,426	46,790	588,313	592,088
Eastern Bengal		17,324	21,059	388,011	388,822
East Indian		85,060	85,290	1,453,259	1,455,752
Great Indian Peninsula		91,437	92,443	1,591,125	1,515,084
Madras and Southern Mahratta		32,975	30,064	453,013	463,653
Nizam's Guaranteed State		4,764	4,453	79,035	80,425
North Western		131,322	124,529	1,612,025	1,572,211
Oudh and Rohilkhand		27,834	27,900	322,048	346,775
South Indian		11,928	10,907	147,380	144,390
3′ 3¾″ GAUGE.					
Assam-Bengal		6,426	10,259	95,247	106,909
Bengal and North-Western		32,488	35,161	298,389	316,751
Bhavnagar State		2,486	2,506	21,581	22,452
Bombay, Baroda and Central India		44,503	43,355	356,766	354,570
Burma		18,441	21,917	260,500	264,572
Eastern Bengal		13,463	16,674	212,764	212,097
Gondal-Porbandar State		2,022	2,126	22,192	22,561
Hyderabad-Godavari Valley		4,863	5,097	61,373	63,372
Jamnagar		476	451	3,858	3,959
Jodhpur-Bikaner		9,968	9,723	91,116	92,608
Junagad State		1,048	1,100	8,677	8,870
Madras and Southern Mahratta		25,331	22,770	276,276	276,756
Nilgiri		300	228	2,463	2,308
Rohilkund and Kumaon		5,429	5,034	52,446	47,542
Secunderabad Gadwal		430	367	5,575	5,558
Shoranur-Cochin		929	1,033	8,828	8,818
South Indian		32,664	29,110	262,414	260,943
Udaipur-Chitorgarh		478	587	3,778	5,187
2′ 6″ GAUGE.					
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		2,329	2,340	43,449	44,718
Jacobabad-Kashmor		126	129	2,164	1,968
Kalka-Simla		529	463	5,208	5,289
Kohat-Thal and Nowshera-Durgai		687	632	6,545	6,536
Morappur-Hosur		319	293	4,263	4,001
Purulia-Ranchi		681	1,293	10,609	12,184
Raipur-Dhamtari		170	186	997	988
Tirupattur-Krishnagiri		144	121	1,323	1,315
Trans-Indus (Kalabagh-Bannu)		713	758	7,077	8,130
2′ 0″ GAUGE.					
Pipar Bilara Light		60	45	105	97

DIX 13—*continued.*

during each half of the financial year 1918-19.

these statistics.]

73	74	75	76	77	78	79

TRAFFIC—*contd.*

AND TON-MILEAGE.								COST OF WORKING AND PROFITS—					
all coaching trains thousands).		Average weight of a coaching train.						Average cost of hauling a coaching train one mile.		Average cost of hauling a coaching vehicle with its load one mile.		Average cost of hauling a coaching-unit one mile.	
Total.		Freight.		Dead-weight.		Total.						Per passenger unit.	
Ton-miles.		Tons.		Tons.		Tons.		Rs.		Pies.		Pies.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
532,240	512,682	20·07	22·72	329·22	316·02	349·29	338·74	1·42	1·38	18·10	24·90	0·98	1·09
632,789	638,878	26·63	27·90	352·62	353·07	379·25	380·97	1·96	2·38	21·55	26·24	1·02	1·23
405,335	409,881	14·32	16·50	320·64	304·60	334·96	321·10	2·29	2·50	28·43	31·81	1·85	1·67
1,538,319	1,541,042	21·34	21·64	364·66	369·30	386·00	390·94	1·01	1·17	11·32	12·80	0·62	0·68
1,682,562	1,607,527	19·62	21·27	341·46	348·51	361·08	369·78	2·13	2·55	27·64	32·04	1·72	1·83
485,988	493,717	26·89	24·85	369·42	383·25	396·31	408·10	2·14	2·50	26·76	30·79	1·02	1·27
83,799	84,878	17·40	16·06	288·71	290·01	306·11	306·07	2·41	2·40	40·60	43·34	1·89	2·03
1,743,347	1,696,740	24·43	26·30	299·88	332·10	324·31	358·40	1·67	2·60	28·78	32·05	1·00	1·42
349,382	374,675	28·26	27·97	326·95	347·70	355·21	375·67	1·33	1·90	16·50	21·83	0·59	0·87
159,308	155,297	24·31	22·66	300·33	300·00	324·64	322·66	1·61	2·03	24·33	30·74	0·98	1·26
101,673	117,168	18·47	20·70	199·76	215·74	218·23	236·44	2·33	2·80	23·50	25·26	2·06	1·60
330,877	352,512	23·26	24·23	213·62	214·61	236·88	238·84	1·26	1·41	8·97	9·98	0·64	0·69
24,017	24,958	16·03	15·99	142·06	143·27	158·09	159·26	1·49	1·50	19·31	19·20	1·15	1·16
401,269	397,925	28·86	27·92	231·37	228·36	260·23	256·28	1·69	2·03	14·44	17·80	0·74	0·94
278,941	286,489	17·06	20·29	241·06	244·83	258·12	265·17	2·07	2·29	17·60	19·16	1·50	1·28
226,237	228,769	15·46	16·11	212·63	204·99	226·09	221·10	1·89	1·98	19·88	21·29	1·65	1·41
24,214	24,687	13·88	14·74	152·26	156·42	166·14	171·16	1·81	2·11	24·01	26·82	1·57	1·73
66,236	68,469	14·80	14·60	186·82	181·54	201·62	196·14	1·71	1·43	25·84	21·84	1·49	1·27
4,334	4,406	18·75	16·82	151·84	147·62	170·59	164·44	1·96	2·76	22·58	33·93	1·38	2·03
101,084	101,731	21·34	20·20	195·08	191·16	216·42	211·36	1·19	1·84	12·09	19·18	0·69	1·15
9,725	9,970	19·33	20·37	160·05	164·19	179·38	184·56	2·02	1·85	22·81	20·26	1·30	1·11
301,607	299,526	17·96	16·26	195·92	197·64	213·88	213·90	1·69	1·80	17·85	19·04	1·16	1·34
2,763	2,526	11·01	8·74	90·55	87·43	101·56	95·90	5·78	6·35	134·26	157·54	6·66	9·05
57,885	52,576	22·20	24·50	214·09	231·42	236·29	255·92	1·90	2·35	17·07	18·95	1·03	1·14
6,005	5,935	11·61	9·26	150·56	140·30	162·17	149·56	2·20	2·69	26·48	35·88	2·24	3·40
9,757	9,851	16·07	17·59	152·68	150·09	168·75	167·68	1·33	1·96	16·54	24·51	0·98	1·30
295,078	290,058	25·95	23·43	208·45	209·98	234·40	233·41	1·71	2·08	15·96	19·30	0·73	0·98
4,256	5,724	22·99	17·83	181·60	172·41	204·59	190·24	2·83	2·09	28·52	22·57	0·30	1·33
45,778	47,058	8·69	8·66	162·07	165·61	170·76	174·27	1·65	1·96	14·04	16·23	2·43	2·54
2,290	2,097	6·13	6·35	105·60	97·02	111·73	103·37	1·01	0·91	9·64	10·25	2·12	1·64
5,737	6,352	7·70	6·63	75·71	84·43	83·41	91·06	3·28	3·71	69·34	56·55	6·29	9·43
7,282	7,168	8·21	7·63	78·24	78·96	86·45	86·59	1·36	1·76	22·48	28·58	2·10	2·87
4,582	4,294	7·10	7·81	94·92	108·46	102·02	114·27	1·43	2·05	17·52	20·81	2·14	2·79
11,290	13,477	11·46	17·94	178·49	169·11	189·95	187·05	2·06	1·49	15·61	12·08	2·07	0·90
1,167	1,174	13·71	15·90	80·21	84·42	93·92	100·32	1·27	1·27	14·55	13·42	1·06	0·91
1,467	1,486	10·21	8·88	93·51	96·76	103·72	105·64	1·58	2·66	18·96	31·18	1·62	3·21
7,796	9,883	13·24	12·69	131·42	135·05	144·66	147·65	4·05	2·11	43·07	22·18	4·48	2·33
165	142	8·22	6·69	14·85	14·35	22·57	21·04	0·66	0·73	12·71	13·74	0·93	1·26

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	80		81		82	
		COACHING					
		Cost of					
		Average cost of hauling a coaching-unit one mile.		Average profit on working a coaching train one mile.		Average profit.	
		Other traffic per ton.				1st class.	
		Pies.		Rs.		Pies.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5′ 6″ Gauge.							
Bengal-Nagpur		6·19	8·57	3·78	4·05	7·52	6·01
Bombay, Baroda and Central India		6·58	6·82	4·24	4·11	4·72	10·76
Eastern Bengal		31·53	37·86	1·51	1·89	*—3·80*	*—10·06*
East Indian		5·43	7·48	4·37	4·42	14·11	20·99
Great Indian Peninsula		7·20	9·38	2·72	2·69	*—2·31*	*—5·99*
Madras and Southern Mahratta		10·17	14·07	4·00	3·25	9·76	6·81
Nizam's Guaranteed State		12·07	12·06	1·68	1·36	*—18·15*	*—20·23*
North Western		5·68	6·50	4·18	3·94	*—3·76*	*—10·16*
Oudh and Rohilkhand		5·25	6·22	6·33	5·75	16·01	13·84
South Indian		7·70	12·74	3·52	2·81	13·39	7·70
3′ 3¾″ Gauge.							
Assam-Bengal		26·95	21·83	1·38	2·61	*—12·25*	*—12·47*
Bengal and North-Western		4·48	5·38	2·94	2·96	*—6·30*	*—6·59*
Bhavnagar State		6·28	6·60	2·78	2·76	*—15·28*	15·24
Bombay, Baroda and Central India.		5·75	6·06	4·49	3·88	*—3·21*	*—4·91*
Burma		13 80	13·52	2·48	3·15	3·87	1·78
Eastern Bengal		25·57	24·23	1·65	2·28	*—8·21*	*—6·27*
Gondal-Porbandar State		16·81	17·57	2·03	1·95	*—16·97*	*—20·61*
Hyderabad-Godavari Valley		8·51	6·59	1·60	1·85	*—8·47*	*—5·57*
Jamnagar		5·98	13·37	4·01	2·94	*—18·63*	*—27·94*
Jodhpur-Bikaner		6·55	9·83	3·87	2·94	*—3·52*	*—8·63*
Junagad State		6·27	6·25	3·17	3·61	*—18·18*	*—16·15*
Madras and Southern Mahratta		11·28	15·35	2·55	2·04	*—3·25*	*—4·47*
Nilgiri		108·07	168·52	6·05	1·98	169·90	41·14
Rohilkund and Kumaon		8·66	11·66	2·90	2·73	7·73	*—1·56*
Secunderabad-Gadwal		15·61	33·52	0·48	*—0·52*	*—17·97*	*—26·12*
Shoranur-Cochin		13·44	22·50	2·46	2·23	*—2·11*	*—11·41*
South Indian		18·91	31·47	4·31	3·41	5·67	0·22
Udaipur-Chitorgarh		6·90	5·21	2·20	1·87	*—17·33*	*—12·63*
2′ 6″ Gauge.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		46·17	60·62	0·65	0·34	*—9·80*	*—11·70*
Jacobabad-Kashmor		8·50	33·08	1·41	1·65	*—7·00*	*—5·56*
Kalka-Simla		51·63	41·37	6·33	4·09	301·80	82·33
Kohat-Thal and Nowshera-Durgai		15·59	15·74	0·83	0·29	*—14·22*	*—14·76*
Morappur-Hosur		120·03	173·90	0·13	*—0·29*	*—12·62*	*—15·73*
Purulia-Ranchi		38·37	33·80	1·68	2·78	0·61	4·58
Raipur-Dhamtari		20·30	20·50	2·39	2·96	*—11·81*	*—10·79*
Tirupattur-Krishnagiri		65·99	160·06	0·72	*—0·74*	*—13·10*	*—27·42*
Trans-Indus (Kalabagh-Bannu)		23·38	8·52	*—0·38*	1·15	*—20·77*	*—7·63*
2′ 0″ Gauge.							
Pipar-Bilara Light		15·45	20·96	1·22	0·98	*—11·70*	*—12·58*

DIX 13—*continued.*

during each half of the financial year 1918-19.

prepare these statistics.]

33	34	35	36	37	38	39
TRAFFIC—*concld.*						GOODS TRAFFIC.
WORKING AND PROFITS.						GROSS RECEIPTS AND TRAIN MILEAGE.
on working a coaching vehicle one mile.				Average profit on working a coaching unit one mile.		Receipts from goods traffic (in thousands).
2nd class. Pies.	3rd or intermediate class. Pies.	4th or lowest class. Pies.	Other vehicles. Pies.	Per passenger unit. Pies.	Other traffic per ton. Pies.	Rs.
1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.
21·19 / 13·90	4·56 / 5·44	58·89 / 70·19	96·53 / 89·56	2·26 / 2·14	32·52 / 30·63	1,99,01 / 2,03,04
16·87 / 14·21	... / ...	56·46 / 52·72	56·65 / 67·65	2·05 / 1·92	21·88 / 21·17	1,67,99 / 1,62,52
—0·40 / *—3·29*	*—11·93* / *—13·15*	35·81 / 51·35	11·21 / 2·88	1·37 / 1·52	10·72 / 3·38	53,86 / 59,43
11·50 / 16·46	10·08 / 12·29	68·63 / 70·07	59·68 / 44·05	2·62 / 2·61	27·50 / 31·93	4,56,05 / 4,49,29
13·48 / 9·94	57·46 / 45·66	36·74 / 35·68	82·12 / 76·98	1·69 / 1·44	25·14 / 26·49	3,97,83 / 4,08,54
15·76 / 8·43	25·43 / 17·69	59·73 / 50·76	60·95 / 42·06	1·81 / 1·60	24·67 / 20·73	1,06,40 / 94,66
—1·67 / *—4·13*	... / ...	36·44 / 30·77	64·71 / 69·81	1·09 / 0·91	20·95 / 21·64	26,64 / 26,18
14·78 / 7·99	23·02 / 18·96	70·49 / 59·08	117·72 / 122·35	2·19 / 1·84	25·21 / 24·50	4,24,82 / 2,84,88
29·07 / 28·09	43·83 / 49·32	98·90 / 75·06	92·60 / 104·29	2·71 / 2·46	34·75 / 38·81	85,94 / 75·01
38·48 / 26·08	... / ...	56·21 / 48·27	80·96 / 46·78	1·99 / 1·70	25·72 / 21·03	29,28 / 26,24
—14·50 / *—13·89*	*—10·57* / *—8·65*	34·76 / 36·88	11·98 / 30·59	1·22 / 1·49	15·84 / 20·96	17,53 / 19,98
—1·66 / —1·93	0·83 / *—0·47*	25·87 / 25·75	89·56 / 76·35	1·42 / 1·37	27·61 / 36·69	71,31 / 73,03
6·36 / 4·48	... / ...	41·41 / 41·20	221·98 / 214·09	1·96 / 1·94	44·43 / 44·02	7,86 / 5,84
15·17 / 13·44	... / ...	40·44 / 34·50	68·71 / 102·00	1·57 / 1·68	23·77 / 20·58	1,33,73 / 1,26,81
7·92 / 11·72	... / ...	28·61 / 30·52	25·80 / 28·05	1·75 / 1·88	21·40 / 21·41	82,51 / 95,93
6·93 / 12·17	*—11·28* / *—9·66*	29·27 / 38·48	15·42 / 16·43	1·55 / 1·79	14·95 / 16·16	33,11 / 37,40
3·25 / 3·76	.. / ..	34·71 / 31·90	54·27 / 54·52	1·67 / 1·49	37·02 / 35·84	6,61 / 5,01
0·64 / 4·48	... / ...	26·14 / 29·07	98·96 / 144·32	1·18 / 1·38	28·54 / 33·58	10,14 / 16,28
17·02 / 16·91	... / ..	56·87 / 47·17	243·18 / 147·97	2·59 / 2·00	33·38 / 41·56	1,10 / 70
14·38 / 7·51	16·99 / 10·15	48·59 / 38·15	65·30 / 64·03	2·15 / 1·69	30·69 / 27·55	34,85 / 24,96
6·45 / 10·77	... / ...	43·24 / 48·21	218·27 / 173·05	1·84 / 2·03	45·33 / 45·27	1,98 / 2,11
9·15 / 7·14	43·64 / 42·83	29·36 / 24·24	54·53 / 35·62	1·60 / 1·41	33·47 / 29·37	73,57 / 61,86
... / ...	... / ...	61·79 / 1·21	257·64 / 150·33	4·76 / 0·66	217·07 / 167·68	1,64 / 1,60
13·65 / 5·72	4·67 / *—0·94*	25·79 / 23·33	139·31 / 100·27	1·39 / 1·18	50·09 / 45·97	14,13 / 15,40
—13·42 / *—24·57*	... / ...	10·50 / *—2·33*	87·34 / 50·02	0·42 / *—0·72*	41·49 / 41·55	98 / 44
20·44 / 5·82	... / ...	34·33 / 37·40	55·35 / 34·01	1·77 / 1·47	35·23 / 26·27	2,15 / 1,94
27·43 / 21·15	... / ...	48·34 / 40·27	17·54 / 4·22	1·99 / 1·77	22·24 / 9·20	53,98 / 52,23
—0·70 / 3·81	*—16·24* / *—7·39*	24·04 / 21·97	213·83 / 153·20	2·28 / 1·28	25·87 / 31·52	54 / 48
—6·95 / *—8·66*	*—6·80* / *—8·85*	9·83 / 7·18	*—1·99* / *—5·68*	0·68 / 0·58	*—4·64* / *—19·13*	6,61 / 7,43
5·43 / 10·48	14·31 / 12·01	12·91 / 21·10	79·81 / 16·33	2·65 / 3·09	43·04 / 24·56	22 / 9
132·47 / 30·61	115·76 / 23·67	60·21 / 30·80	225·91 / 358·55	10·91 / 6·19	145·20 / 159·18	3,63 / 3,85
—10·77 / *—6·87*	*—0·57* / *—13·62*	16·04 / 4·81	62·47 / 103·96	1·06 / 0·28	29·57 / 30·18	61 / 82
... / ...	... / ...	4·82 / 0·08	*—9·14* / *—13·95*	0·36 / *—0·22*	*—59·06* / *—113·21*	28 / 31
2·13 / 5·29	*—5·18* / 1·32	12·71 / 32·30	1·02 / 1·76	1·19 / 1·87	3·87 / 8·58	97 / 97
—2·32 / *—3·35*	0·75 / 2·35	39·78 / 45·50	15·17 / 13·08	2·05 / 2·18	28·07 / 23·11	43 / 44
... / ...	... / ...	13·75 / *—4·57*	*—7·96* / *—23·54*	0·93 / *—0·72*	*—25·07* / *—118·39*	— 8 / 9
—24·85 / *—9·42*	*—29·05* / *—8·97*	*—5·52* / 11·54	58·63 / 146·71	—0·89 / 0·83	16·10 / 31·46	88 / 1,21
—5·43 / *—2·78*	... / ...	27·07 / 20·46	... / ...	1·77 / 1·78	12 03 / 6·68	2 / 3

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	90		91		92	
		GOODS					
		GROSS RECEIPTS AND TRAIN-MILEAGE—*concld.*				UNITS AND	
		Goods train-miles run (in thousands). No.		Average goods receipts per train-mile. Rs.		Tons of goods carried one mile (in thousands). Ton-miles.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5′ 6″ GAUGE.							
Bengal-Nagpur		3,667	3,361	5·42	6·04	1,150,721	1,055,719
Bombay, Baroda and Central India		1,996	2,137	8·42	7·61	617,869	534,346
Eastern Bengal		732	736	7·85	8·07	154,066	165,566
East Indian		9,063	9,015	5·03	4·98	2,941,903	2,966,929
Great Indian Peninsula		7,312	6,435	5·44	6·35	1,749,491	1,657,187
Madras and Southern Mahratta		1,516	1,402	7·02	6·75	406,685	360,339
Nizam's Guaranteed State		410	398	6·50	6·58	84,441	80,805
North Western		6,471	5,235	6·57	5·43	2,199,738	1,444,128
Oudh and Rohilkhand		1,611	1,378	5·34	5·44	498,418	391,453
South Indian		470	439	6·22	5·97	90,831	65,052
3′ 3½″ GAUGE.							
Assam-Bengal		562	636	3·12	3·14	53,250	62,991
Bengal and North-Western		1,599	1,573	4·46	4·64	238,532	243,930
Bhavnagar State		95	89	8·25	6·58	15,925	10,900
Bombay, Baroda and Central India		2,976	2,832	4·49	4·48	495,955	446,287
Burma		1,775	1,846	4·65	5·20	246,756	277,483
Eastern Bengal		719	705	4·61	5·30	93,227	101,852
Gondal-Porbandar State		119	110	5·54	4·57	12,787	10,369
Hyderabad-Godavari Valley		187	228	5·42	7·13	25,307	35,375
Jamnagar		16	15	6·74	4·64	1,540	1,021
Jodhpur-Bikaner		912	618	3·82	3·88	150,030	84,250
Junagad State		57	51	3·48	4·12	4,056	3,266
Madras and Southern Mahratta		2,093	1,899	3·52	3·26	209,561	177,534
Nilgiri		26	20	6·23	7·85	611	517
Rohilkund and Kumaon		328	360	4·31	4·27	47,302	51,206
Secunderabad-Gadwal		31	21	3·17	2·10	1,736	813
Shoranur-Cochin		63	52	3·44	3·73	5,908	4,553
South Indian		1,366	1,254	3·95	4·17	167,783	138,449
Udaipur-Chitorgarh		10	11	5·49	4·30	627	514
2′ 6″ GAUGE.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		281	269	2·35	2·76	17,944	18,823
Jacobabad-Kashmor		8	7	2·88	1·25	369	189
Kalka-Simla		82	92	4·43	4·17	2,317	2,339
Kohat-Thal and Nowshera-Durgai		46	48	1·34	1·70	1,188	1,511
Morappur-Hosur		18	26	1·57	1·19	568	629
Purulia-Ranchi		30	29	3·24	3·37	1,869	1,839
Raipur-Dhamtari		16	16	2·65	2·77	1,057	1,043
Tirupattur-Krishnagiri		6	5	1·36	1·72	159	169
Trans Indus (Kalabagh-Bannu)		80	101	0·93	1·21	2,517	4,902
2′ 0″ GAUGE.							
Pipar-Bilara Light		2	2	1·06	1·27	31	47

DIX 13—*continued.*

during each half of the financial year 1918-19.

prepare these statistics.]

93	94	95	96	97	98	99

TRAFFIC—*contd.*

UNIT MILEAGE.				VEHICLES AND VEHICLE-MILEAGE.									
Average sum received for carrying a ton one mile. Pies.		Average number of tons in a train. Tons.		Number of goods vehicles hauled one mile (in thousands).								Average number of vehicles in a goods train.	
				Loaded. Vehicle miles.		Empty. Vehicle miles.		Brake-vans. Vehicle miles.		Total. Vehicle miles.		Freight Vehicles. No.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
3·32	3·69	313·84	314·08	77,495	66,278	41,798	29,784	3,478	2,982	122,771	99,044	32·53	28·58
5·22	5·84	309·59	250·09	48,265	50,630	25,230	22,324	2,610	2,685	76,105	75,639	36·82	34·14
6·71	6·39	210·39	224·84	23,121	23,052	8,845	7,421	765	778	32,731	31,251	43·65	41·38
2·98	2·91	324·62	329·12	216,911	213,496	158,509	145,233	9,791	9,746	385,211	368,475	41·43	39·79
4·37	4·73	239·26	257·55	124,927	120,880	53,061	49,595	12,183	10,199	190,171	180,674	24·34	26·49
5·02	5·04	268·28	256·95	32,730	29,461	13,919	13,852	2,702	2,465	49,351	45778	30·78	30·88
6·06	6·22	206·18	203·23	6,094	6,030	3,382	3,181	339	314	9,765	9,525	23·01	23·17
3·71	3·78	339·93	275·86	133,080	105,226	90,632	46,908	5,727	5,244	229,439	157,378	34·57	29·06
3·31	3·68	309·47	253·98	29,406	25,723	21,532	15.501	1,397	1,217	52,335	42,441	31·63	29 91
6·19	7·75	193·05	148·02	7,699	6,705	1,302	1,427	602	584	9,603	8,716	19·13	18·51
6·32	6·11	94·71	98·73	8,742	9,749	2,981	3,738	566	595	12,289	14,082	20·85	21·20
5·74	5·75	149·19	155·12	35,663	35,687	15,738	14,423	2,806	2,669	54,207	52,779	32·15	31·66
9·85	10·28	160·72	122·86	2,558	2,131	1,064	1,090	127	102	3,744	3,323	37·94	36·30
5·18	5·46	166·65	157·61	64,217	63,942	27,679	26,571	3,054	3,148	94,450	93,661	30·88	31·97
6·42	6·64	139·03	150·30	35,084	38,080	12,216	16,142	2,725	2,809	55,025	57,031	29·47	29·37
6·82	7·05	129·67	144·46	18,761	17,349	3,698	3,491	704	704	23,163	21,544	31·24	29 56
9·92	9·27	107·11	94·67	2,133	1,762	707	883	50	56	2,890	2,701	23·80	24·15
7·70	8·84	135·31	154·86	3,760	4,598	1,305	1,387	270	328	5,335	6,313	27·09	26·20
13·56	13·08	94·45	68·10	271	207	103	102	...	...	374	309	22·95	20·63
4·46	5·69	164·57	131·08	19,536	12,056	11,324	6,091	1,423	1,270	32,283	19,417	33·85	28·23
9·35	12·42	71·42	63·73	730	720	404	367	22	16	1,156	1,103	19·98	21·22
6·74	6·69	100·14	93·50	35,354	29,592	10,980	9,438	2,740	2,315	49,074	41,345	22·14	20·56
51·48	59·45	23·25	25·34	118	92	33	27	1	1	153	120	5·73	5·85
5·73	5·77	144·15	142·06	5,969	5,895	2,608	3,327	515	564	9,092	9,786	26·14	29·59
10·87	10·42	55·97	38·62	883	277	230	138	18	11	631	426	19 78	19·74
6·99	8·18	94·47	87·50	967	838	189	190	95	83	1,251	1,111	18·50	19·77
6·18	7·24	122·80	110·45	26,530	24,124	8,837	7,566	1,939	1,847	37,306	33,537	25·88	25·26
16·38	17·82	63·75	46·32	130	146	74	83	...	...	204	229	20·80	20·60
7·07	7·58	63·76	69·99	4,679	4,086	3,008	2,430	277	246	7,964	6,762	27·32	24·23
11·31	9·47	49·81	25·33	118	116	44	28	5	14	167	158	21·47	19·37
30·08	31·62	28·25	25·31	340	408	136	146	68	79	544	633	5·80	5·99
9·94	10·41	25·96	31·33	404	460	80	70	78	61	562	591	10·58	10·99
9·44	9·47	31·93	24·07	134	233	67	118	11	16	212	367	11·30	13·41
9·91	10·09	62·74	64·13	541	589	144	197	12	13	697	799	23·01	27·38
7·77	8·14	65·57	65·37	196	226	102	104	19	17	319	347	18·63	20·70
9·89	10·43	26·44	31·73	54	51	14	11	3	4	71	66	11·25	11·61
6·34	4·75	28·18	48·76	641	713	199	269	27	39	858	1,021	9·30	9·77
12·38	12·85	16·47	19·03	8	11	3	4	9	9	20	24	5·69	6·20

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	100		101		102	
		GOODS					
		VEHICLES AND					
		Average number of vehicles in a goods train—*concld.*				Average earnings per goods vehicle per mile (excluding brakes).	
		Brake-vans. No.		Total. No.		Pies.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5′ 6″ Gauge.							
Bengal-Nagpur		0·95	0·89	33·48	29·47	32·08	40·58
Bombay, Baroda and Central India		1·31	1·26	38·13	35·40	43·88	42·77
Eastern Bengal		1·05	1·06	44·70	42·44	32·35	37·45
East Indian		1·08	1·08	42·51	40·67	23·32	24·05
Great Indian Peninsula		1·67	1·59	26·91	28·08	42·91	46·01
Madras and Southern Mahratta		1·78	1·76	32·56	32·64	43·79	41·96
Nizam's Guaranteed State		0·83	0·79	23·84	23·96	54·26	54·57
North Western		0·89	1·00	35·46	30·06	36·46	35·90
Oudh and Rohilkhand		0·87	0·88	32·50	30·79	32·39	34·94
South Indian		1·28	1·33	20·41	19·84	62·46	61·94
3′ 3¾″ Gauge.							
Assam-Bengal		1·01	0·94	21·86	22·14	23·72	28·45
Bengal and North-Western		1·75	1·70	33·90	33·56	26·64	27·98
Bhavnagar State		1·33	1·16	39·27	37·46	41·73	34·80
Bombay, Baroda and Central India		1·02	1·11	31·90	33·08	27·94	26·90
Burma		1·53	1·52	31·00	30·89	30·29	33·97
Eastern Bengal		0·98	1·00	32·22	30·56	28·30	34·46
Gondal-Porbandar State		0·42	0·51	24·12	24·66	44·67	36·34
Hyderabad-Godavari Valley		1·44	1·44	28·58	27·64	38·44	52·24
Jamnagar		...	...	22·95	20·63	56·37	43·19
Jodhpur-Bikaner		1·56	1·98	35·41	30·21	21·68	26·41
Junagad State		0·38	0·30	20·36	21·52	33·43	37·32
Madras and Southern Mahratta		1·31	1·22	23·45	21·78	30·49	30·43
Nilgiri		0·05	0·03	5·78	5·88	208·80	257·51
Rohilkund and Kumaon		1·57	1·56	27·71	27·15	31·68	32·06
Secunderabad-Gadwal		0·58	0·51	20·36	20·25	20·74	20·39
Shoranur-Cochin		1·52	1·60	20·02	21·37	35·72	36·18
South Indian		1·42	1·47	27·30	26·75	29·31	31·64
Udaipur-Chitorgarh		...	...	20·80	20·60	50·68	40·00
2′ 6″ Gauge.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·98	0·91	28·30	25·14	16·50	21·89
Jacobabad-Kashmor		0·64	1·85	22·11	21·22	25·71	12·39
Kalka-Simla		0·83	0·86	6·63	6·85	146·47	153·51
Kohat-Thal and Nowshera-Durgai		1·70	1·37	12·28	12·26	24·38	29·67
Morappur-Hosur		0·63	0·63	11·93	14·04	26·68	16·98
Purulia-Ranchi		0·39	0·46	23·40	27·84	27·03	23·63
Raipur-Dhamtari		1·15	1·07	19·78	21·77	27·34	25·71
Tirupattur-Krishnagiri		0·57	0·69	11·82	12·90	23·25	23·47
Trans Indus (Kalabagh-Bannu)		0·30	0·39	9·60	10·16	19·20	23·69
2′ 0″ Gauge.							
Pipar-Bilara Light		4·89	3·75	10·58	9·95	35·87	39·47

DIX 13—*continued.*

during each half of the financial year 1918-19.

prepare these statistics.]

103	104	105	106	107	108	109

TRAFFIC—*continued.*

VEHICLE MILEAGE—*concluded.*								WEIGHT OF TRAIN AND TON-MILEAGE.					
Carrying capacity hauled one mile (excluding brakes) (in thousands). Tons.		Percentage of freight upon capacity hauled. Per cent.		Average load of a goods vehicle (including both loaded and empty). Tons.		Average load of a loaded goods vehicle. Tons.		Gross ton-mileage of all goods trains (in thousands). Freight. Ton miles.		Dead-weight. Ton miles.		Total. Ton miles.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
2,140,698	1,706,221	58·75	61·87	9·65	10·99	14·85	15·93	1,150,721	1,055,719	1,254,717	1,033,070	2,405,438	2,088,789
1,335,965	1,321,651	46·25	40·43	8·41	7·32	12·80	10·55	617,869	534,346	794,270	800,047	1,412,139	1,334,393
523,423	495,815	29·43	33·43	4·82	5·43	6·66	7·18	154,066	165,566	334,213	320,473	488,279	486,039
6,716,925	6,407,626	43·30	46·30	7·84	8·27	13·56	13·90	2,941,903	2,966,928	3,929,922	3,784,978	6,871,825	6,751,901
3,068,978	2,965,314	57·01	55·89	9·83	9·72	14·00	13·71	1,749,491	1,657,187	2,330,980	2,153,863	4,080,471	3,810,050
814,007	759,290	49·96	47·46	8·72	8·33	12·43	12·23	406,685	360,339	513,431	464,813	920,116	825,152
175,468	171,229	48·12	47·19	8·96	8·77	13·86	13·40	84,441	80,905	115,182	113,013	199,623	193,918
4,289,700	2,983,990	51·28	48·40	9·83	9·49	16·53	13·72	199,737	1,444,128	2,505,269	1,799,858	4,705,006	3,243,986
924,747	751,878	53·90	52·06	9·78	9·50	16·95	15·22	498,418	391,453	584,176	481,240	1,082,594	872,693
161,918	145,649	56·41	44·65	10·09	8·00	11·80	9·70	90,831	65,032	113,125	103,336	203,956	168,368
115,951	132,906	45·92	47·25	4·54	4·66	6·09	6·44	53,250	62,801	89,722	101,648	142,972	164,449
515,948	503,124	46·23	48·43	4·64	4·37	6·69	6·84	238,532	243,930	291,017	283,748	529,549	527,678
31,111	27,648	49·26	39·42	4·24	3·38	6·00	5·12	15,324	10,900	18,637	16,962	33,961	27,862
858,666	845,716	57·76	52·77	5·40	4·93	7·72	6·98	495,955	447,287	515,519	504,731	1,011,474	951,018
505,790	583,829	48·79	51·98	4·72	5·12	7·03	7·29	246,756	277,483	352,531	366,447	599,287	643,930
270,757	219,654	34·43	46·37	4·15	4·89	4·97	5·87	98,227	101,852	190,852	177,344	284,079	279,196
21,176	19,997	60·38	51·86	4·50	3·92	5·99	5·89	12,787	10,769	14,707	13,884	27,494	24,253
55,706	67,162	45·43	52·67	5·00	5·91	6·73	7·62	25,307	35,375	36,423	44,799	61,730	80,174
2,728	2,255	56·47	45·26	4·11	3·30	5·69	4·98	1,540	1,021	3,030	1,745	3,570	2,766
281,440	167,609	58·31	50·27	4·86	4·64	7·68	6·99	150,080	84,250	173,880	112,612	323,860	196,862
8,272	7,951	49·08	41·08	3·58	3·00	5·55	4·53	4,056	3,266	6,593	6,189	10,649	9,455
381,650	320,732	54·91	55·35	4·52	4·55	5·98	6·00	209,561	177,594	290,740	253,654	500,301	431,188
1,580	1,204	40·20	42·93	4·06	4·38	5·18	5·60	611	517	1,072	1,330	2,283	1,847
92,182	99,385	51·31	51·52	5·52	5·55	7·92	8·69	47,302	51,206	52,685	57,748	99,987	108,954
6,085	3,966	28·52	20·39	2·83	1·96	4·53	2·93	1,786	813	3,919	2,590	5,655	3,403
11,045	9,825	53·49	46·34	5·11	4·43	6·11	5·43	5,908	4,553	7,871	6,828	13,779	11,381
366,401	275,731	51·40	50·21	4·74	4·37	6·32	5·74	167,783	138,449	238,599	216,119	406,382	354,568
1,811	2,031	34·59	25·32	3·06	2·24	4·81	3·52	627	514	1,201	1,352	1,828	1,866
63,460	53,787	28·28	35·60	2·33	2·89	3·84	4·61	17,944	18,323	41,084	36,029	59,028	54,352
1,305	1,158	28·31	16·32	2·27	1·31	3·13	1·63	369	189	875	849	1,244	1,038
4,077	4,630	56·82	50·63	4·87	4·22	6·82	5·78	2,817	2,339	4,948	5,620	7,765	7,959
2,464	2,655	48·20	56·92	2·45	2·85	2·94	3·28	1,187	1,511	2,863	2,861	4,050	4,372
988	1,723	57·50	36·51	2·83	1·79	4·23	2·70	568	629	1,315	2,100	1,883	2,729
5,891	6,750	31·73	27·25	2·73	2·34	3·45	3·12	1,869	1,889	3,507	3,821	5,376	5,660
1,876	2,217	56·37	47·03	3·52	3·16	5·34	4·62	1,097	1,043	1,299	1,450	2,356	2,493
330	302	48·21	56·05	2·35	2·73	2·95	3·38	159	169	432	392	591	561
6,694	7,542	37·60	65·00	3·03	4·99	3·92	6·88	2,517	4,902	7,569	9,041	10,086	13,943
47	68	64·63	68·67	2·90	3·07	3·84	4·24	31	47	77	95	108	142

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	110	111	112
		GOODS		
		WEIGHT OF TRAIN AND TON-MILEAGE—*concld.*		
		Average weight of a goods train.		
		Freight. Tons.	Dead-weight. Tons.	Total. Tons.
		1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.
5′ 6″ GAUGE.				
Bengal-Nagpur		313·84 / 314·08	342·20 / 307·34	656·04 / 621·42
Bombay, Baroda and Central India		309·59 / 250·09	397·97 / 374·45	707·56 / 624.54
Eastern Bengal		210·39 / 224·84	456·39 / 435·20	666·78 / 660·04
East Indian		324·62 / 329·12	433·64 / 419·86	758·26 / 748·98
Great Indian Peninsula		289·26 / 257·55	318·78 / 334·58	558·04 / 592·13
Madras and Southern Mahratta		268·28 / 256·95	338·70 / 331·46	606·98 / 588·41
Nizam's Guaranteed State		206·18 / 203·23	281·24 / 284·23	487·42 / 487·46
North Western		339·93 / 275·86	387·15 / 343·82	727·08 / 619·68
Oudh and Rohilkhand		309·47 / 283·98	362·72 / 349·12	672·19 / 633·10
South Indian		193·05 / 148·02	240·44 / 235·20	433·49 / 383·22
3′ 3⅜″ GAUGE.				
Assam-Bengal		94·71 / 98·73	159·58 / 159·80	254·29 / 258·53
Bengal and North-Western		149·19 / 155·12	182·02 / 180·44	331·21 / 335·56
Bhavnagar State		160·72 / 122·86	195·46 / 191·19	356·18 / 314·05
Bombay, Baroda and Central India		166·65 / 157·61	173·22 / 178·25	339·87 / 335·86
Burma		139·03 / 150·30	198·63 / 198·49	337·66 / 348·79
Eastern Bengal		129·66 / 144·46	265·45 / 251·52	395·11 / 395·98
Gondal-Porbandar State		107·11 / 94·67	123·20 / 126·75	230·31 / 221·42
Hingoli Branch and Hyderabad-Godavari Valley		135·31 / 154·86	194·75 / 196·13	330·06 / 350·99
Jamnagar		94·45 / 68·10	124·44 / 116·40	218·89 / 184·50
Jodhpur-Bikaner		164·57 / 131·08	190·68 / 175·20	355·25 / 306·28
Junagad State		71·43 / 63·73	116·09 / 120·75	187·52 / 184·48
Madras and Southern Mahratta		100·14 / 93·50	138·94 / 133·59	239·08 / 227·09
Nilgiri		23·25 / 25·34	63·60 / 65·21	86·85 / 90·55
Rohilkund and Kumaon		144·15 / 142·06	160·55 / 160·21	304·70 / 302·27
Secunderabad-Gadwal		55·97 / 38·62	126·41 / 123·09	82·38 / 161·71
Shoranur-Cochin		94·47 / 87·50	125·88 / 131·21	220·35 / 218·71
South Indian		122·80 / 110·45	174·63 / 172·41	297·43 / 282·86
Udaipur-Chitorgarh		63·75 / 46·32	122·21 / 121·74	185·96 / 168·06
2′ 6″ GAUGE.				
Gondia-Chanda, Jubbulpore-Gondia and Nagpur Chhindwara Extensions		63·76 / 69·99	145·99 / 133·97	209·75 / 203·96
Jacobabad-Kashmor		48·81 / 25·38	115·60 / 113·77	164·41 / 139·10
Kalka-Simla		28·25 / 25·31	60·35 / 60·81	88·60 / 86·12
Kohat-Thal and Nowshera-Durgai		25·96 / 31·33	62·58 / 59·29	88·54 / 90·62
Morappur-Hosur		31·93 / 24·07	73·94 / 80·33	105·87 / 104·40
Puralia-Ranchi		62·74 / 64·13	117·72 / 133·22	180·46 / 197·35
Raipur-Dhamtari		65·57 / 65·37	80·58 / 90·94	146·15 / 156·31
Tirupattur-Krishnagiri		26·44 / 31·73	71·89 / 73·45	98·33 / 105·18
Trans-Indus (Kalabagh-Bannu)		23·18 / 48·76	84·72 / 89·93	112·90 / 138·69
2′ 6″ GAUGE.				
Pipar-Bilara Light		16·47 / 19·03	41·66 / 38·87	58·13 / 57·90

DIX 13—*continued.*

during each half of the financial year 1918-19.

prepare these statistics.]

113	114	115	115A	116	117	118

TRAFFIC—*concluded.*

Cost of Working and Profits.													
Average cost of hauling a goods train one mile. Rs.		Average cost of hauling a goods vehicle with its load one mile. Pies.		Average cost of hauling a goods unit (*viz.*, one ton) one mile. Pies.		Average cost of hauling a goods unit one mile including interest on capital expended on open line at the rate of 5 per cent per annum. Pies.		Average profit on working a goods train one mile. Rs.		Average profit on working a goods vehicle with its load one mile. Pies.		Average profit on working a goods unit (*viz.*, one ton) one mile. Pies.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
2·67	3·45	15·77	23·15	1·64	2·11	2·84	3·39	2·75	2·59	16·26	17·43	1·68	1·58
3·65	3·90	19·04	21·91	2·26	2·99	3·74	4·66	4·77	3·71	24·84	20·86	2·96	2·85
4·56	5·13	20·06	23·80	4·16	4·38	8·29	8·23	2·79	2·94	12·29	13·65	2·55	2·51
1·99	2·23	9·22	10·78	1·18	1·30	2·19	2·31	3·04	2·75	14·10	13·27	1·80	1·61
3·28	4·08	25·91	29·57	2·64	3·04	4·01	4·50	2·16	2·27	17·00	16·44	1·73	1·69
3·27	3·60	20·42	22·38	2·34	2·69	3·83	4·30	3·75	3·15	23·37	19·58	2·68	2·35
3·84	3·82	32·00	31·66	3·57	3·61	5·78	5·89	2·66	2·76	22·26	22·91	2·49	2·61
2·75	4·50	20·83	29·72	2·12	3·13	3·58	5·16	2·82	0·93	15·63	6·18	1·65	0·65
2·53	3·20	15·29	20·54	1·56	2·16	3·15	4·05	2·82	2·24	17·10	14·40	1·75	1·52
2·15	2·41	21·56	25·01	2·14	3·13	4·28	5·91	4·07	3·56	40 90	36·93	4·05	4·62
2·30	3·06	25·62	27·72	5·64	5·95	11·04	10·56	0·32	0·08	8·10	0·73	0·68	0·16
1·76	1·99	10·48	11·96	2·26	2·46	4·40	4·49	2·70	2·65	16·16	16·02	3·48	3·29
3·36	2·96	16·99	15·64	4·01	4·62	6·52	7·79	4·89	3·62	24·74	19·16	5·84	5·66
2·21	2·66	13·75	15·98	2·55	3·24	3·87	4·72	2·28	1·82	14·19	10·92	2·63	2·22
2·71	3·01	17·65	19·70	3·74	3·85	6·56	6·40	1·94	2·19	12·64	14·27	2·68	2·79
3·30	3·54	20·29	22·98	4·89	4·70	8·69	8·10	1·31	1·76	8·01	11·48	1·93	2·35
2·51	2·73	20·28	21·74	4·35	5·55	6·78	8·19	3·03	1·84	24·39	14·60	5·57	3·72
2·80	2·57	19·82	18·80	3·97	3·18	6·64	5·35	2·62	4·56	18·62	33·44	3·73	5·66
2·48	3·10	20·70	28·83	5·03	3·78	8·50	13·22	4·26	1·54	35·67	14·36	8·53	4·35
1·95	2·58	11·07	17·57	2·29	3·78	3·23	5·31	1·87	1·30	10·61	8·84	2·18	1·91
2·11	1·85	20·29	16·77	5·68	5·58	10·32	11·11	1·37	2·27	13·14	20·55	3·67	6·85
1·89	1·92	16·36	17·89	3·62	3·93	6·03	6·68	1·63	1·34	14·13	12·54	3·12	2·76
4·94	6·00	165·64	196·79	40·84	45·43	70·82	78·40	1·29	1·85	43·16	60·72	10·64	14·02
2·45	2·77	18·01	20·81	3·27	3·75	5·64	6·07	1·86	1·50	13·62	11·25	2·46	2·02
2·48	2·91	24·03	28·29	8·49	14·46	17·73	29·52	0·69	−0·81	6·71	−7·90	2·38	−4·04
1·73	2·56	17·96	24·83	3·52	5·61	6·90	9·63	1·71	1·17	17·76	11·35	3·47	2·57
2·16	2·52	16·05	19·14	3·38	4·38	5·53	6·84	1·79	1·65	13·26	12·50	2·80	2·86
2·57	1·84	23·74	17·22	7·74	7·66	25·25	29·00	2·92	2·46	26·94	22·78	8·79	10·16
2·03	2·29	14·25	18·18	6·10	6·29	12·15	11·70	0·32	0·47	2·25	3·71	0·97	1·29
1·49	1·22	13·34	12·11	5·87	9·26	15·63	27·90	1·39	0·03	12·37	0·28	5·44	0·21
3·43	3·51	113·63	112·33	28·33	26·60	46·24	49·21	1·00	0·66	32·84	21·18	6·75	5·02
1·39	1·85	25·23	35·49	10·29	12·45	20·34	19·65	−0·05	−0·15	−0·85	−5·82	−0·35	−2·04
1·48	1·88	25·17	26·84	8·91	14·96	16·27	23·90	0·09	−0·69	1·51	−9·86	0·53	−5·49
1·96	1·58	16·34	11·06	5·99	4·72	12·11	10·37	1·28	1·79	10·69	12·57	3·92	5·37
1·98	1·98	20·40	18·36	5·79	5·81	10·34	10·36	0·67	0·79	6·94	7·35	1·98	2·38
1·45	2·65	24·77	43·81	16·54	16·04	20·08	24·87	−0·09	−0·98	−1·52	−15·34	−0·65	−5·62
3·16	1·98	65·25	89·00	21·54	7·61	32·41	14·69	−2·23	0·77	−46·05	−15·31	−15·20	−3·06
1·70	2·01	57·52	62·21	19·86	20·26	37·88	35·16	*−0·64*	*−0·74*	*−21·65*	*−22·74*	*−7·48*	*−7·41*

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	119		120		121	
		DETAILED PERCENTAGE					
		Percentage to total					
		Coaching traffic. Per cent.		Goods traffic. Per cent.		Sundries including telegraph. Per cent.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5′ 6″ GAUGE.							
Bengal-Nagpur		27·75	29·99	69·66	67·83	2·37	1·92
Bombay, Baroda and Central India		37·29	39·19	60·58	58·48	2·13	2·33
Eastern Bengal		42·00	44·28	49·16	46·95	8·84	8·77
East Indian		30·65	31·33	65·15	64·88	4·20	3·29
Great Indian Peninsula		35·68	35·08	62·80	62·86	1·52	2·06
Madras and Southern Mahratta		40·87	41·53	57·73	56·56	1·40	1·91
Nizam's Guaranteed State		26·16	25·77	62·20	64·62	11·64	9·61
North Western		41·58	50·05	56·19	45·97	2·23	3·98
Oudh and Rohilkhand		43·49	46·85	49·55	46·09	6·96	7·06
South Indian		41·98	41·62	48·50	46·85	9·22	11·53
3′ 3¾″ GAUGE.							
Assam-Bengal		47·21	54·27	46·74	40·45	5·78	4·90
Bengal and North-Western		44·24	46·34	49·47	48·35	2·88	1·86
Bhavnagar State		44·40	52·16	53·81	45·65	1·79	2·19
Bombay, Baroda and Central India		40·87	41·22	57·35	56·99	1·78	1·79
Burma		36·31	37·15	60·98	60·62	2·35	1·87
Eastern Bengal		47·25	49·49	44·15	42·04	6·42	6·46
Gondal-Porbandar State		44·98	52·20	53·09	44·60	1·93	3·20
Hyderabad-Godavari Valley		47·56	38·75	44·40	55·12	8·04	6·13
Jamnagar		56·31	66·69	41·39	30·39	1·80	2·92
Jodhpur-Bikaner		39·77	47·07	58·64	51·11	1·59	1·82
Junagad State		58·15	57·43	40·80	41·12	1·05	1·45
Madras and Southern Mahratta		44·33	45·77	54·50	52·70	1·17	1·53
Nilgiri		65·70	57·24	33·46	41·97	0·84	0·79
Rohilkund and Kumaon		41·21	37·99	49·49	56·04	9·30	5·97
Secunderabad-Gadwal		48·05	62·49	47·52	33·10	4·43	5·41
Shoranur-Cochin		50·08	54·51	49·12	42·91	0·80	2·58
South Indian		56·74	55·20	40·44	43·22	2·06	1·97
Udaipur-Chitorgarh		64·20	68·48	33·06	27·38	2·74	4·14
2′ 6″ GAUGE.							
Goudia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		47·40	44·05	50·86	52·61	1·74	3·34
Jacobabad-Kashmor		69·41	84·73	30·52	15·22	0·04	0·05
Kalka-Simla		63·60	57·31	35·11	40·94	1·29	1·25
Kohat-Thal and Nowshera-Durgai		75·95	66·43	24·88	32·14	1·22	1·43
Morappur-Hosur		71·17	78·65	28·33	36·85	0·50	—15·50
Puralia-Ranchi		65·64	75·69	33·96	23·79	0·40	0·52
Raipur-Dhamtari		51·38	52·66	48·35	47·05	0·27	0·29
Tirupattur-Krishnagiri		79·38	119·71	20·45	42·24	0·22	—61·95
Trans-Indus (Kalabagh-Bannu)		60·68	50·72	25·50	31·33	1·27	1·06
2′ 0″ GAUGE.							
Pipar-Bilara Light		87·42	78·65	12·59	21·34	—0·01	0·01

DIX 13—*continued.*

during each half of the financial year 1918-19.

prepare these statistics.]

122	123	124	125	126	127

OF EARNINGS AND EXPENDITURE.

earnings.		Percentage of working expenses on total earnings.											
Steam-boat earnings. Per cent.		Total.		Maintenance. Per cent.		Locomotive expenses. Per cent.		Carriage and wagon expenses. Per cent.		Traffic expenses. Per cent.		General charges. Per cent.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
0·22	0·26	100·00	100·00	6·95	7·36	15·09	15·16	8·11	8·91	6·91	7·15	3·59	3·97
...	...	100·00	100·00	4·87	6·94	17·98	18·82	5·04	5·61	6·53	7·14	2·95	3·21
...	...	100·00	100·00	11·86	11·77	14·14	13·14	6·07	5·68	16·13	15·60	5·72	6·85
...	...	100·00	100·00	5·69	6·73	11·22	12·67	3·10	3·62	7·75	8·52	2·89	3·11
...	...	100·00	100·00	9·14	9·79	24·72	26·05	4·80	6·29	8·02	8·30	3·53	3·80
...	...	100·00	100·00	5·71	6·63	18·40	20·09	5·73	7·17	5·07	5·81	3·24	3·42
...	...	100·00	100·00	28·46	6·07	15·25	12·13	4·20	3·76	5·86	6·28	4·83	5·41
...	...	100·00	100·00	6·82	13·74	19·18	22·77	4·21	5·93	8·23	10·89	2·74	3·69
...	...	100·00	100·00	6·99	10·46	11·89	12·96	4·37	6·13	7·55	9·13	3·23	3·81
...	...	100·00	100·00	4·43	5·27	19·62	20·74	3·64	4·75	4·90	6·61	3·47	4·09
0·32	0·38	100·00	100·00	23·12	22·75	16·18	15·35	5·71	6·29	*16·19	*13·35	10·72	9·30
3·41	3·45	100·00	100·00	10·99	10·34	9·46	11·32	5·16	5·79	6·27	6·81	3·43	3·57
...	...	100·00	100·00	9·77	5·64	10·89	12·90	1·96	2·59	7·42	9·05	4·73	5·73
...	...	100·00	100·00	5·98	8·58	17·97	20·90	4·58	5·30	7·16	8·61	3·49	3·72
0·36	0·36	100·00	100·00	14·75	12·66	18·83	20·30	3·99	4·53	8·23	7·38	5·64	5·11
2·18	2·01	100·00	100·00	15·53	14·80	17·31	14·90	5·48	5·37	13·01	11·69	5·87	4·31
...	...	100·00	100·00	9·05	13·38	20·20	23·01	2·83	4·84	6·87	7·81	4·24	5·05
...	...	100·00	100·00	10·78	7·82	16·52	12·26	8·40	3·26	9·86	7·27	7·67	6·16
...	...	100·00	100·00	7·06	16·24	13·18	16·43	3·76	5·45	5·35	7·03	4·58	6·40
...	...	100·00	100·00	6·42	12·32	16·42	19·78	2·94	4·30	6·49	8·11	3·66	5·01
...	...	100·00	100·00	9·10	4·01	17·05	16·15	3·42	3·28	8·87	8·57	7·24	5·53
...	...	100·00	100·00	7·36	8·39	21·35	22·03	4·35	5·29	6·81	7·59	4·52	5·16
...	...	100·00	100·00	5·88	17·03	35·98	37·76	2·92	3·96	7·00	10·25	4·06	5·13
...	...	100·00	100·00	14·21	15·61	13·27	17·66	5·17	6·31	6·03	6·97	4·47	5·04
...	...	100·00	100·00	17·96	29·57	19·06	29·23	4·60	6·80	13·97	16·38	15·04	27·40
...	...	100·00	100·00	6·82	15·32	18·91	21·81	4·34	5·20	6·21	7·88	3·88	4·57
0·76	0·61	100·00	100·00	5·51	6·93	17·18	20·75	4·48	5·26	6·49	8·05	3·89	4·56
...	...	100·00	100·00	21·99	13·06	15·85	19·38	2·99	3·53	7·18	8·02	4·46	4·41
...	...	100·00	100·00	19·79	23·36	26·34	26·93	11·04	11·31	11·80	11·59	8·55	9·33
...	...	100·00	100·00	13·05	13·05	16·20	16·20	4·95	4·95	6·20	6·30	3·60	3·60
...	...	100·00	100·00	11·80	18·14	20·15	21·28	4·85	6·98	9·52	12·53	2·15	2·53
...	...	100·00	100·00	13·83	20·47	35·01	42·86	7·26	10·29	12·24	13·33	3·29	4·77
...	...	100·00	100·00	18·67	36·21	50·04	60·73	3·37	6·02	12·71	18·35	6·10	11·43
...	...	100·00	100·00	24·21	8·66	17·68	13·90	7·78	3·68	7·19	5·52	6·35	5·72
...	...	100·00	100·00	15·21	12·82	18·74	18·17	8·10	1·57	8·34	7·74	7·89	8·31
...	...	100·00	100·00	19·16	38·94	34·75	80·37	2·70	8·77	12·10	26·09	5·97	13·22
12·55	16·87	100·00	100·00	27·91	29·59	104·01	25·48	8·14	6·14	8·32	16·23	5·27	6·45
...	...	100·00	100·00	12·09	20·77	18·89	32·16	7·25	1·47	11·53	11·50	1·03	1·19

* Includes 3·50 per cent in the 1st half and 2·59 per cent in the 2nd half on account of Jetty expenses.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	128	129	130
		Detailed Percentages of Earnings and Expenditure—*concld.*		
		Percentage of working expenses on total earnings—*concld.*		
		Miscellaneous expenses. Per cent.	Steam-boat expenses. Per cent.	Total working expenses. Per cent.
		1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.
5′ 6″ Gauge.				
Bengal-Nagpur		3·60 / 7·57	0·75 / 0·88	45·00 / 51·00
Bombay, Baroda and Central India		2·82 / 4·91	... / ...	40·19 / 46·63
Eastern Bengal		3·95 / 3·65	... / ...	57·87 / 56·64
East Indian		2·23 / 2·52	... / ...	32·88 / 37·17
Great Indian Peninsula		4·87 / 5·27	... / ...	55·08 / 59·50
Madras and Southern Mahratta		4·38 / 7·02	... / ...	42·53 / 50·14
Nizam's Guaranteed State		2·18 / 27·95	... / ...	60·78 / 61·60
North Western		5·04 / 3·67	0·03 / 0·04	46·25 / 60·65
Oudh and Rohilkhand		3·87 / 2·54	... / ...	37·90 / 45·03
South Indian		2·69 / 2·70	... / ...	38·75 / 44·16
3′ 3¾″ Gauge.				
Assam-Bengal		5·85 / 6·13	1·25 / 0·95	79·02 / 74·12
Bengal and North-Western		1·29 / 1·36	1·88 / 1·98	38·48 / 41·17
Bhavnagar State		4·44 / 5·18	... / ...	39·21 / 41·09
Bombay, Baroda and Central India		2·02 / 2·69	... / ...	41·20 / 49·80
Burma		2·98 / 2·68	0·71 / 0·61	55·13 / 53·27
Eastern Bengal		2·10 / 2·12	2·58 / 2·42	61·38 / 55·52
Gondal-Porbandar State		4·08 / 2·96	... / ...	47·27 / 57·05
Hyderabad-Godavari Valley		1·87 / 5·33	... / ...	54·60 / 42·10
Jamnagar		1·53 / 3·96	... / ...	35·46 / 55·51
Jodhpur-Bikaner		4·93 / 3·66	... / ...	40·86 / 53·18
Junagad State		2·75 / 1·79	... / ...	48·43 / 39·33
Madras and Southern Mahratta		3·44 / 5·57	... / ...	47·83 / 54·03
Nilgiri		3·67 / 2·61	... / ...	59·51 / 76·74
Rohilkund and Kumaon		2·38 / 3·65	... / ...	45·53 / 55·24
Secunderabad-Gadwal		10·37 / 18·09	... / ...	81·00 / 127·47
Shoranur-Cochin		2·67 / 2·73	1·29 / 1·00	44·12 / 58·51
South Indian		2·46 / 2·86	1·89 / 1·48	41·90 / 49·89
Udaipur-Chitorgarh		1·60 / 2·39	... / ...	54·07 / 50·79
2′ 6″ Gauge.				
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		1·76 / 1·49	... / ...	79·28 / 84·01
Jacobabad-Kashmor		0·90 / 0·90	... / ...	45·00 / 45·00
Kalka-Simla		1·57 / 1·73	... / ...	50·04 / 63·19
Kohat-Thal and Nowshera-Durgai		1·19 / 1·86	... / ...	72·82 / 93·58
Morappur-Hosur		1·38 / 1·60	... / ...	92·27 / 134·39
Purulia-Ranchi		0·84 / 0·67	... / ...	64·05 / 38·15
Raipur-Dhamtari		0·95 / 1·10	... / ...	54·23 / 49·71
Tirupattur-Krishnagiri		1·39 / 1·91	... / ...	76·07 / 169·30
Trans-Indus (Kalabagh-Bannu)		1·27 / 1·65	11·32 / 6·20	166·24 / 91·74
2′ 0″ Gauge.				
Pipar-Bilara Light		0·58 / 0·25	... / ...	50·87 / 67·25

DIX 13—*continued.*

during each half of the financial year 1918-19.

prepare these statistics.]

131*a*	132*a*	133*a*	134*a*	135*a*	135A*a*	136*a*	137*a*

TABLE A.—MAINTENANCE OF WAY, WORKS AND STATIONS.

PER MILE OF LINE MAINTAINED.

General Superintendence (including office expenses). Rs.		Maintenance and renewal of permanent-way. Rs.		Repairs of bridges, etc. Rs.		Conservancy of rivers. Rs.		Repairs of stations and buildings. Rs.		Electricity and repairs and renewals of electric plant. Rs.		Other charges (net). Rs.		Total Maintenance, etc. Rs.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
263·26	253·40	444·61	511·03	54·69	69·28	...	...	239·14	257·79	...	...	49·08	75·31	1,050·78	1,166·81
218·17	230·19	451·46	870·25	124·12	90·58	...	...	168·50	197·74	0·32	0·25	44·05	49·29	1,006·92	1,438·30
371·39	412·07	815·20	965·41	325·21	277·58	10·95	8·52	426·79	539·42	...	...	139·56	194·59	2,089·10	2,397·59
276·33	232·29	674·49	843·48	107·46	101·81	...	...	281·64	340·30	...	...	98·77	106·52	1,438·69	1,684·40
255·57	271·75	811·74	827·92	269·04	384·75	...	...	364·33	415·76	...	...	159·30	138·76	1,859·98	2,038·94
195·78	200·13	575·94	560·90	71·95	87·21	...	...	109·45	152·04	...	...	36·27	42·51	929·39	1,042·79
205·50	212·14	3,085·48	384·89	42·46	8·56	...	...	67·62	43·53	...	...	77·02	52·63	3,478·08	701·75
182·01	171·40	481·52	953·59	42·99	90·71	13.00	37·31	160·87	297·00	...	...	168·50	176·52	1,048·89	1,726·53
166·68	167·43	369·35	584·86	54·79	56·76	3·91	5·52	96·04	165·77	...	...	63·76	78·43	754·53	1,058·77
162·31	167·40	322·44	313·03	25·78	60·27	...	...	68·45	87·72	...	...	12·39	27·84	591·37	656·26
195·02	188·26	489·76	697·47	146·33	189·23	...	...	84·28	111·54	...	...	82·32	106·29	997·72	1,292·79
94·19	93·07	424·64	430·46	57·37	52·49	...	...	44·60	45·16	...	...	50·84	44·22	671·64	665·34
47·14	56·35	412·68	149·63	17·67	16·96	...	...	49·41	42·76	...	...	46·68	23·91	573·58	289·61
108·41	112·62	345·34	510·63	28 62	56·92	...	...	87·42	115·68	—0·70	1·72	39·41	35·05	608·50	832·62
198·88	189·36	696·68	689·36	136·19	105·66	0·35	1·30	124·29	193·06	...	...	92·37	74·84	1,248·76	1,253·58
156·54	166·56	563·70	565·06	153·02	225·89	1·13	1·86	136·01	167·21	...	...	46·48	69·04	1,056·88	1,195·12
48·83	53·29	306·28	485·75	11·85	21·27	...	...	58·47	59·10	...	...	61·52	29·58	486·95	648·99
161·78	158·75	325·79	343·10	2·94	21·11	...	...	100·71	18·77	...	...	38·54	49·29	629·76	591·02
54·30	54·39	202·57	507·49	10·41	17·19	...	...	61·47	77·15	...	...	17·29	29·19	346·04	685·41
32·18	32·79	183·85	314·93	17·37	25·44	...	...	28·05	40·36	...	...	31·42	39·27	287·87	452·79
57·89	53·33	150·97	74·16	29·48	2·21	...	...	49·25	3·70	...	...	38·13	18·58	325·72	151·98
100·24	100·16	276·06	256·55	41·03	36·29	...	...	44·49	57·15	...	...	13·73	21·18	475·55	471·33
277·77	266·45	422·51	1,717·36	38·06	27·15	...	...	163·48	161·09	...	...	91·98	70·23	993·80	2,242·28
90·74	104·51	509·36	558·34	18·13	16·76	49·71	30·95	30·40	42·70	...	...	27·38	16·08	725·72	769·34
76·20	92·33	244·43	256·44	5·44	12·26	...	...	8·64	10·65	...	...	24·78	21·75	359 49	393·43
Included with the South Indian Railway 3' 3½" gauge.								...	...	...	...	...	...	...	...
152·67	56·38	294·20	352·17	35·86	58·53	...	...	95·75	123·69	...	...	32·78	49·17	611·26	739·94
25·33	24·46	460·04	236·83	6·08	18·28	...	...	29·70	43·77	...	...	12·34	14·99	533·49	338·33
118·98	108·47	195·74	282·66	17·20	21·58	...	...	33·99	66·67	...	...	44·70	47·74	410 61	527·12
Included with the North-Western Railway 5' 6" gauge.								...	...	...	...	...	...	...	...
351·21	384·93	916·04	1,308·34	311·66	571·23	...	...	273·02	319·33	...	...	183·48	264·33	2,035·41	2,848·18
111·29	105·14	442·04	292·60	19·31	22·66	...	...	31·81	39·63	...	...	30·59	50·90	335·04	510·93
69·90	73·19	143·68	292·43	3·66	3·98	...	...	22·72	20·34	...	...	10·72	24·70	250·68	415·14
105·42	102·17	420·24	157·09	9·64	7·03	...	...	48·98	13·70	...	...	12·31	25·07	596·59	305·06
24·66	30·21	158·25	140·04	22·64	11·42	...	...	9·76	6·99	...	...	20·92	22·83	236·23	211·49
77·87	76·74	183·84	213·23	2·22	14·67	...	...	27·96	22·82	...	...	10·59	6·36	302·48	333·82
160·19	193·48	298·24	334·79	91·41	118·00	...	34·79	91·62	118·39	...	...	30·15	45·72	671·61	845·17
7·49	8·64	66·93	104·71	...	...	...	...	...	8·95	...	...	0·75	—1·67	75·17	120·63

N.B.—Table A—Maintenance of way, works and stations—of the Assam Bengal railway excludes the Mymensingh-Bhairab Bazar railway and Tangi-Narayanganj section of the Eastern Bengal railway.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

TABLE A.—

PER MILE

Railway system.	Serial number.	131*b*		132*b*		133*b*	
		General Superintendence (including office expenses). Rs.		Maintenance and renewal of permanent-way. Rs.		Repairs of bridges, etc. Rs.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5′ 6″ GAUGE.							
Bengal-Nagpur		198·24	190·32	384·81	383·33	41·19	52·03
Bombay, Baroda and Central India		156·23	164·11	322·83	620·46	88·76	64·59
Eastern Bengal		193·87	215·97	425·55	505·98	169·76	145·49
East Indian		164·92	173·71	402·56	501·28	64·13	60·50
Great Indian Peninsula		163·43	172·53	519·07	525·63	172·04	244·28
Madras and Southern Mahratta		156·43	159·95	460·19	448·28	57·49	69·70
Nizam's Guaranteed State		178·33	184·07	2,677·55	338·96	36·84	7·43
North Western		125·09	117·37	330·93	653·00	29·55	62·12
Oudh and Rohilkhand		135·23	136·20	299·64	475·76	44·45	46·37
South Indian		139·25	143·60	276·64	268·52	22·11	51·70
3′ 3⅜″ GAUGE.							
Assam-Bengal		163·45	157·88	410·48	584·98	122·64	158·69
Bengal and North-Western		77·33	77·34	348·62	357·68	47·10	43·62
Bhavnagar State		41·29	49·34	361·45	131·01	15·48	14·85
Bombay, Baroda and Central India		90·99	94·56	289·85	428·78	24·02	47·81
Burma		151·71	144·34	531·44	525·48	103·89	80·54
Eastern Bengal		123·72	131·52	445·49	446·19	120·93	178·37
Gondal-Porbandar State		43·55	47·50	278·19	433·01	10·57	18·96
Hyderabad-Godavari Valley		142·04	139·43	286·04	301·34	2·58	18·54
Jamnagar		50·76	50·35	189·37	474·41	9·73	16·07
Jodhpur-Bikaner		29·83	30·49	170·40	292·82	16·10	23·65
Junagad State		52·62	48·47	137·23	67·41	26·80	2·01
Madras and Southern Mahratta		89·91	89·80	247·59	230·00	36·79	32·54
Nilgiri		240·63	230·82	366·03	1,487·73	32·97	23·52
Rohilkund and Kumaon		78·65	90·61	441·50	484·11	15·71	14·53
Secunderabad-Gadwal		70·61	84·79	226·53	235·48	5·04	11·26
Shoranur-Cochin		...	...	Incl	uded wi	th the	South
South Indian		130·04	133·22	250·59	300·02	30·54	49·87
Udaipur-Chitorgarh		23·60	22·79	428·64	220·67	5·66	17·03
2′ 6″ GAUGE.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		107·54	97·97	176·92	255·30	15·55	19·50
Jacobabad-Kashmor		...	...	Included	with the	North	Western
Kalka-Simla		303·46	332·90	791·51	1,131·42	269·29	493·99
Kohat-Thal and Nowshera-Durgai		98·60	93·16	125·86	259·24	17·11	20·08
Morappur-Hosur		66·15	69·25	135·96	276·71	3·47	3·77
Purulia-Ranchi		96·94	93·95	386·42	144·45	8·87	6·46
Raipur-Dhamtari		23·11	28·31	148·31	131·24	21·21	10·70
Tirupattur-Krishnagiri		70·84	69·82	167·24	193·97	2·01	13·34
Trans-Indus (Kalabagh-Bannu)		147·63	178·01	274·85	307·99	84·24	108·54
2′ 0″ GAUGE.							
Pipar-Bilara Light		7·26	8·38	64·95	101·61	...	...

DIX 13—*continued.*

during each half of the financial year 1918-19.

prepare these statistics.]

134b	135b	135Ab	136b	137b	131c	132c

MAINTENANCE OF WAY, WORKS AND STATIONS—*contd.*

OF TRACK, INCLUDING SIDINGS.								PER TOTAL TRAIN-MILE.			
Conservancy of rivers. Rs.		Repairs of stations and buildings. Rs.		Electricity and repairs and renewals of electric plant. Rs.		Other charges (net). Rs.		Total Maintenance, etc. Rs.		General Superintendence (including office expenses). As.		Maintenance and renewal of permanent-way. As.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
...	...	180·08	193·62	...	...	36·95	56·56	791·27	876·96	1·53	1·57	2·59	3·17
...	...	120·49	140·99	0·23	0·18	31·50	35·14	720·04	1,025·47	1·28	1·29	2·64	4·89
5·72	4·46	232·79	282·72	...	...	72·85	101·93	1,090·54	1,256·60	1·90	2·06	4·17	4·76
...	...	168·09	202·24	...	...	58·96	63·30	858·66	1,001·03	0·94	1·00	2·29	2·88
...	...	232·97	263·96	...	...	101·86	88·10	1,189·37	1,294·50	1·06	1·26	3·33	3·88
...	...	87·46	121·51	...	...	28·98	33·97	790·55	833·41	1·21	1·30	3·57	3·65
...	...	58·68	37·77	...	...	66·84	45·67	3,018·24	608·90	1·69	1·76	25·31	3·20
8·98	25·55	110·56	208·38	...	...	115·80	120·87	720·86	1,182·29	1·21	1·36	3·20	7·52
3·12	4·49	77·92	134·85	...	...	51·73	63·80	612·14	861·27	1·65	1·81	3·66	6·33
...	...	58·73	75·25	...	...	10·63	23·88	507·36	562·95	1·22	1·31	2·41	2·45
...	...	70·64	93·54	...	...	68·98	89·15	836·19	1,084·19	2·95	2·65	7·43	9·82
...	...	36·62	37·53	...	...	41·75	36·75	551·42	552·92	1·09	1·07	4·95	4·96
...	...	43·27	37·44	...	...	40·88	20·93	502·87	253·57	0·76	0·91	6·65	2·43
...	...	73·37	97·14	—0·58	1·44	33·07	29·44	510·72	692·17	0·88	0·94	2·80	4·27
0·27	0·99	94·81	147·16	...	...	70·46	57·04	952·58	955·55	1·78	1·66	6·24	6·02
0·90	1·07	107·48	132·03	...	...	36·74	54·51	835·26	943·69	1·61	1·69	5·78	5·78
...	...	52·15	52·68	...	...	54·87	26·37	434·83	578·52	0·68	0·78	4·28	7·09
...	...	88·42	16·49	...	...	33·84	43·29	552·92	519·09	1·96	1·72	3·95	3·72
...	...	57·47	72·12	...	...	16·17	27·29	323·50	640·74	1·18	1·18	4·21	10·53
...	...	21·37	37·52	...	...	29·13	36·52	266·83	421·00	0·49	0·63	2·83	5·95
...	...	44·77	3·36	...	...	34·67	16·90	296·09	138·15	1·13	1·10	2·95	1·53
...	...	39·90	51 24	...	...	12·32	18·98	426·51	422·56	0·96	1·01	2·63	2·60
...	...	141·62	139·55	...	...	79·68	60·84	860·92	1,942·46	2·41	2·64	3·66	17·02
43·09	26 82	26·35	37·04	...	...	28·73	18·95	629·03	667·06	1·41	1·65	7·95	8·80
...	...	8·00	9·78	...	...	22·97	19·96	333·15	361·27	1·85	2·53	5·94	6·99
Indian	Railway,	8′ 3½″	gauge.	...	...	...	...	...	...	...	...	...	...
...	...	81·56	105·38	...	...	27·93	41·38	520·66	630·37	1·11	1·20	3·15	2·71
...	...	27·67	40·79	...	...	11·50	13·97	497·07	315·25	0·59	0·64	16·17	6·19
...	...	30·73	60·21	...	...	40·49	43·12	371·13	476·10	2·17	2·02	3·57	5·25
Railway,	5′ 6″	gauge	...	...	...	...	...	...	...	...	...	...	...
...	...	235·91	276·15	...	...	158·54	228·59	1,758·71	2,463·05	2·23	2·27	5·82	7·78
...	...	38·18	35·11	...	...	27·10	45 10	296·85	452·69	1·41	1·31	1·79	3·65
...	...	21·49	19·72	...	...	10·14	23·67	227·21	892·82	1·31	1·35	2·69	5·39
...	...	15·03	12 59	...	...	11·32	23·06	548·58	290·51	2·18	1·87	8·69	2·88
...	...	9·15	6·55	...	...	19·60	21·39	221·38	196·19	0·79	1 00	5·05	4·61
...	...	20·43	20·76	...	...	9·64	5·78	275·16	308·67	1·57	1·65	3·70	4·57
...	32·01	8·64	108 91	...	...	27·78	42·06	618·94	777·52	3·42	2·67	4·51	4·51
...	...	...	8·69	...	...	0·73	—1·61	72·94	112·06	0·33	0·37	2·96	4·60

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	133c *		134c		135c	
		TABLE A.—MAINTENANCE OF					
		PER TOTAL					
		Repairs of bridges, etc.		Conservancy of rivers.		Repairs of stations and buildings.	
		As.		As.		As.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5′ 6″ Gauge.							
Bengal-Nagpur		0·32	0·42	...	...	1·39	1·60
Bombay, Baroda and Central India		0·72	0·51	...	...	0·99	1·11
Eastern Bengal		1·67	1·37	0·06	0·04	2·19	2·66
East Indian		0·36	0·35	...	...	0·96	1·16
Great Indian Peninsula		1·12	1·78	...	...	1·52	1·92
Madras and Southern Mahratta		0·45	0·57	...	...	0·68	0·99
Nizam's Guaranteed State		0·35	0·07	...	...	0·56	0·36
North Western		0·28	0·72	0·09	0·29	1·07	2 34
Oudh and Rohilkhand		0·54	0·61	0·05	0·06	0·95	1·30
South Indian		0·19	0·47	...	...	0·51	0 68
3′ 3½″ Gauge.							
Assam-Bengal		2·22	2·66	...	...	1·28	1·56
Bengal and North-Western		0·67	0 61	...	...	0·52	0·52
Bhavnagar State		0·28	0·28	...	...	0·80	0·69
Bombay, Baroda and Central India		0·24	0·47	...	...	0·71	0·97
Burma		1·22	0·92	...	0·01	1·11	1·69
Eastern Bengal		1·57	2·29	0·01	0 01	1·39	1·69
Gondal-Porbandar State		0·16	0·31	...	...	0·82	0·86
Hingoli Branch and Hyderabad-Godavari Valley		0·04	0·23	...	...	1·22	0·20
Jamnagar		0·22	0·36	...	...	1·28	1·60
Jodhpur-Bikaner		0·27	0·48	...	...	0·35	6·77
Junagad State		0·58	0·04	...	...	0·96	0·08
Madras and Southern Mahratta		0·39	0·37	...	...	0·42	0·58
Nilgiri		0·33	0·27	...	...	1·42	1·60
Rohilkund and Kumaon		0·28	0·27	0·78	0·49	0·47	0·67
Secunderabad-Gadwal		0·13	0 33	...	...	0·21	0·29
Shoranur-Cochin		...	...	Included with		the	South
South Indian		0·26	0·45	...	...	0·70	0·95
Udaipur-Chitorgarh		0·22	0·48	...	...	1·04	1·14
2′ 6″ Gauge.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·30	0·40	...	...	0·62	1·24
Jacobabad-Kashmor		...	...	Included with the		North Western	
Kalka-Simla		1·98	3·38	...	...	1·74	1·89
Kohat-Thal and Nowshera-Durgai		0·24	0·28	...	...	0·40	0·49
Morappur-Hosur		0·07	0·07	...	...	0·43	0·38
Purulia-Ranchi		0·29	0·13	...	...	1·01	0·25
Raipur-Dhamtari		0·72	0·38	...	...	0·31	0·23
Tirupattur-Krishnagiri		0·05	0·31	...	...	0·56	0·49
Trans-Indus (Kalabagh-Bannu)		1·38	1·59	...	0·47	1·39	1·59
2′ 0″ Gauge.							
Pipar-Bilara Light		...	...	...	...	...	0·39

DIX 13—*continued.*

during each half of the financial year 1918-19.

prepare these statistics.]

135 Ac	136c	137c	131d	132d	133d	134d

WAY, WORKS AND STATIONS—*contd.*

TRAIN-MILE—*concld.*						PER 1,000 GROSS TON-MILES.							
Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Maintenance, etc.		General superintendence (including office expenses).		Maintenance and renewal of permanent way.		Repairs of bridges, etc.		Conservancy of rivers.	
Annas.		Annas.		Annas.		Rs.		Rs.		Rs.		Rs.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
...	...	6·29	0·46	6·12	7·23	0·17	0·18	0·29	0·37	0·04	0·05	...	...
...	0·01	0·26	0·28	5·89	8·09	0·14	0·15	0·29	0·59	0·08	0·06	...	...
...	...	0·71	0·96	10·70	11·85	0·57	0·29	1·25	0·67	0·50	0·19	0·01	0·01
...	...	0·34	0·37	4·89	5·76	0·09	0·10	0·22	0·28	0·04	0·03	...	...
...	...	0·66	0·64	7·74	9·43	0·13	0·15	0·44	0·48	0·14	0·22	...	...
...	...	0·23	0·28	6·14	6·79	0·15	0·16	0·44	0·45	0·06	0·07	...	...
...	...	0·63	0·44	28·54	5 83	0·25	0·27	3·82	0·48	0·05	0·01	...	...
...	...	1·12	1·40	6·97	13·68	0·14	0·17	0·37	0·95	0·03	0·09	0·01	0·04
...	...	0·63	0·85	7·48	11·46	0·19	0·22	0·41	0·75	0·06	0·07	0·01	0·01
...	...	0·10	0·22	4·43	5·13	0·20	0·23	0·40	0·44	0·03	0·03	...	...
...	...	1·24	1·50	15·12	18·19	0·78	0·67	1·97	2·48	0·60	0·68	...	...
...	...	0·58	0·51	7·81	7·67	0·23	0·23	1·06	1·05	0·14	0·13	...	...
...	...	0·75	0·39	9·24	4·70	0·20	0·27	1·77	0·71	0·08	0·08	...	...
·00	0·01	0·32	0·30	4·94	6·96	0·18	0·19	0·56	0·86	0·04	0·10	...	...
...	...	0·33	0·65	11·18	10·65	0·36	0·33	1·26	1·19	0·25	0·18	...	...
...	...	0·48	0·70	10·84	12·11	0·34	0·04	1·22	0 12	0·33	0·05	...	...
...	...	0·36	0·43	6·80	9·47	0·22	0·25	1·37	2·30	0·05	0·10	...	...
...	...	0·47	0·53	7·64	6·40	0·49	0·42	0·99	0 90	0·01	0·06	...	...
...	...	0·36	0·61	7·20	14·23	0·37	0·41	1·39	3·84	0·07	0·13	...	...
...	...	0·49	0·74	4·43	8·57	0·10	0·15	0 58	1·40	0·06	0·11	...	...
...	...	0·74	0·38	6·36	3·13	0·38	0·37	1·01	0 52	0·20	0·01	...	...
...	...	0·14	0·21	4·54	4 77	0·26	0·29	0·72	0·73	0·11	0·11	...	...
...	...	0·79	0·70	8·61	22·23	1·59	1·76	2·42	11·37	0·22	0·18	...	...
...	...	0·43	0·25	11·32	12 13	0·32	0·36	1·81	1·93	0·07	0·06	0·18	0·11
...	...	0·60	0·59	8·73	10·72	0·67	1·02	2·16	2·84	0·05	0·14	...	...
Indian	Railway, 3' 3½"	gauge	...	...	...	...	...	...	...	...	...	...	...
...	...	0·24	0·38	4·46	5·69	0·26	0·30	0·51	0·66	0·06	0·11	...	...
...	...	0·43	0·39	18·75	8·84	0·30	0·22	5·09	2·10	0·06	0·16	...	...
...	...	0·82	0·89	7·48	9·80	0·71	0·67	1·17	1·74	0·10	0·13	...	...
Railway	5' 6"	gauge.	...	...	...	...	...	...	...	...	...	...	...
...	...	1·17	1·57	12·24	16·84	1·62	1·61	4·22	5·48	1·43	2·39	...	...
...	...	0·39	0·64	4·23	6·37	1·01	0·23	1·29	2·59	0·17	0·20	...	...
...	...	0·20	0·46	4·70	7·65	0·79	0·76	1·63	3·06	0·04	0·04	...	...
...	...	0·25	0·46	12·33	5·59	0·73	0·62	2·91	0·95	0·07	0·04	...	...
...	...	0·67	0·75	7·54	6·97	0·46	0·47	2·56	2·17	0·36	0·18	...	...
...	...	0·21	0·14	6·09	7·16	0·96	0·97	2·27	2·71	0·03	0·19	...	...
...	...	0·46	0 62	10·16	11·39	1·21	1·15	2 26	1·98	0·69	0·70	...	0·21
...	...	0·03	- 0·07	3·32	5·29	0·69	0·76	6·20	9·30	...	...	...	...

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	135*d*		135A*d*		136*d*	
		TABLE A.—MAINTENANCE OF WAY, WORKS					
		PER 1,000 GROSS TON					
		Repairs of stations and buildings. Rs.		Electricity and repairs and renewals of electric plant. Rs.		Other charges (net). Rs.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5′ 6″ GAUGE.							
Bengal-Nagpur		0·15	0·19	...	...	0·03	0·06
Bombay, Baroda and Central India		0·11	0·14	...	...	0·04	0·04
Eastern Bengal		0·65	0·37	...	...	0·22	0·13
East Indian		0·09	0·11	...	...	0·03	0·04
Great Indian Peninsula		0·20	0·24	...	...	0·09	0·08
Madras and Southern Mahratta		0·08	0·13	...	...	0·02	0·06
Nizam's Guaranteed State		0·08	0·05	...	...	0·10	0·07
North Western		0·12	0·29	...	...	0·13	0·13
Oudh and Rohilkhand		0·11	0·21	...	...	0·07	0·10
South Indian		0·09	0·12	...	...	0·01	0·02
3′ 3¾″ GAUGE.							
Assam-Bengal		0·34	0·39	...	...	0·33	0·37
Bengal and North-Western		0·11	0·11	...	...	0·19	0·11
Bhavnagar State		0·21	0·20	...	...	0·20	0·11
Bombay, Baroda and Central India		0·14	0·20	...	...	0 07	0·06
Burma		0·23	0·33	...	...	0·17	0·12
Eastern Bengal		0·29	0·04	...	...	0·10	0·01
Gondal-Porbandar State		0·26	0·28	...	...	0·28	0·14
Hyderabad-Godavari Valley		0·31	0·05	...	...	0·12	0·13
Jamnagar		0·42	0·58	...	...	0·12	0·22
Jodhpur-Bikaner		0·07	0·18	...	...	0·09	0·18
Junagad State		0·33	0·03	...	...	0·25	0·13
Madras and Southern Mahratta		0·11	0·16	...	...	0·04	0·06
Nilgiri		0·94	1·07	...	...	0·53	0·47
Rohilkund and Kumaon		0·10	0·15	...	...	0·09	0·05
Secunderabad-Gadwal		0·08	0·12	...	...	0·22	0·24
Shoranur-Cochin		...	...	Included with the South Indian			
South Indian		0·17	0·23	...	...	0·06	0·09
Udaipur-Chitorgarh		0·33	0·39	...	...	0·13	0·13
2′ 6″ GAUGE.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·20	0·41	...	...	0·27	0·29
Jacobabad-Kashmor		...	Included with the North Western				
Kalka-Simla		1·26	1·34	...	...	0·85	1·11
Kohat-Thal and Nowshera-Durgai		0·29	0·35	...	...	0·27	0·45
Morappur-Hosur		0·26	0·22	...	...	0·13	0·26
Purulia-Ranchi		0·34	0·08	...	...	0·08	0·16
Raipur-Dhamtari		0·16	0·11	...	...	0·34	0·35
Tirupattur-Krishnagiri		0·34	0·29	...	...	0·13	0·08
Trans-Indus (Kalabagh-Bannu)		0·70	0·70	...	...	0·23	0·27
2′ 0″ GAUGE.							
Pipar-Bilara Light		...	0·79	...	...	0·07	0·14

DIX 13—*continued.*

during each half of the financial year 1918-19.

prepare these statistics.]

137 *d*.	138 *a*.	139 *a*.	139 A *a*.	140 *a*.	141 *a*.	142 *a*.
AND STATIONS —*concld.*	TABLE B.—LOCOMOTIVE EXPENSES.					
MILES—*concld.*	PER TOTAL TRAIN-MILE.					

Total Maintenance, etc.		General superintendence (including office expenses).		Running expenses.		All charges connected with the working of Rail Motors.		Fuel (average cost).		Water.		Oil, tallow and other stores.	
Rs.		Annas.		Annas.		Annas.		Annas.		Annas.		Annas.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half	1st half.	2nd half.	1st half.	2nd half.
0·68	0·85	0·79	0·88	2·90	3·23	...	...	2·37	2·49	0·24	0·26	0·25	0·46
0·66	0·98	0·72	0·77	3·69	3·72	...	...	9·42	9·32	0·63	0·66	0·91	0·81
3·20	1·66	0·87	0·89	2·50	2·57	...	...	4·37	5·08	0·42	0·36	0·36	0·42
0·47	0·56	0·85	0·89	2·31	2·52	...	34·58	1·68	1·59	0·16	0·22	0·82	0·94
1·00	1·17	0·82	1·02	3·56	4·08	...	...	7·51	7·89	0·28	0·40	0·58	0·78
0·75	0·84	0·88	0·98	2·60	2·69	0·01	6·43	7·74	7·81	0·40	0·47	0·23	0·29
4·30	0·88	1·00	0·92	1·83	1·82	...	...	3·65	3·67	0·34	0·39	0·43	0·45
0·30	1·72	0·78	0·98	2·54	3·12	...	...	7·53	8·30	0·45	0·59	0·69	1·05
0·85	1·86	0·91	1·04	1·93	2·33	...	...	4·37	4·84	0·21	0·24	0·35	0·89
0·78	0·91	0·71	0·88	3·14	3·20	...	...	11·03	10·79	0·33	0·32	0·53	0·64
4·02	4·59	1·09	1·05	1·68	1·69	...	...	3·97	4·45	0·32	0·29	0·29	0·24
1·66	1·63	0·41	0·44	0·89	0·98	...	...	2·85	3·00	0·21	0·25	0·23	0·32
2·46	1·37	0·64	0·78	1·38	1·28	...	...	6·25	6·54	0·21	0·24	0·30	0·35
0·99	1·41	0·90	1·00	2·47	2·64	...	...	5·61	5·41	0·35	0·40	0·38	0·43
2·27	2·15	1·11	1·10	2·87	3·04	9·69	12·70	7·61	9·92	0·37	0·35	0·17	0·17
2·28	0·26	1·05	1·01	2·17	2·44	...	...	2·74	3·21	0·18	0·24	0·33	0·41
2·18	3·07	0·59	0·55	1·09	1·15	...	...	10·09	10·52	0·35	0·38	0·52	0·30
1·92	1·56	1·08	0·97	1·64	1·65	...	...	2·95	3·42	0·29	0·32	0·30	0·31
2·37	5·18	1·25	1·27	0·92	0·95	...	...	8·66	8·87	0·07	0·10	0·28	0·51
0·90	2·02	0·44	0·60	0·97	1·30	...	...	5·01	5·26	0·71	1·02	0·39	0·74
2·17	1·06	0·64	0·70	1·40	1·56	...	...	6·17	6·87	0·39	0·40	0·54	0·60
1·24	1·35	0·67	0·72	2·36	2·35	...	...	4·34	4·31	0·39	0·41	0·20	0·25
5·70	14·35	1·64	1·75	10·38	12·18	...	...	20·66	18·92	0·47	0·52	1·74	2·65
2·57	2·66	0·80	0·91	0·77	0·88	...	...	4·00	4·56	0·18	0·22	0·27	0·44
3·18	4·36	1·16	1·33	2·26	2·13	...	...	3·02	2·89	0·50	0·78	0·22	0·28
Railway, 3′ 3½″ gauge.		...	...	...	...	...	...	...	...	...	...	...	...
1·06	1·39	0·72	0·01	2·82	3·16	4·43	4·70	6·28	7·22	0·35	0·35	0·36	0·46
5·91	3·00	1·37	1·04	0·97	0·88	...	...	6·75	6·49	0·65	0·51	0·39	0·77
2·45	3·24	0·80	0·64	1·39	1·55	...	...	2·66	2·50	0·42	0·44	0·12	0·25
Railway, 5′ 6″ gauge.		...	...	...	...	...	...	...	...	...	...	...	...
9·38	11·93	1·32	1·40	3·68	4·02	...	...	6·02	5·63	0·49	0·44	0·50	0·61
3·03	4·52	0·48	0·51	2·06	1·94	...	...	2·79	3·44	0·47	0·53	...	1·31
3·85	4·34	0·56	1·00	2·02	1·72	...	...	6·62	7·17	0·49	0·52	0·30	0·33
4·13	1·84	0·84	1·15	2·27	2·23	...	...	1·71	1·94	0·32	0·33	0·29	0·49
3·82	3·28	0·76	0·76	1·40	1·62	...	...	1·65	1·94	0·61	0·52	0·55	0·42
3·73	4·24	0·55	0·59	1·93	2·08	...	...	4·51	7·33	1·47	1·71	0·21	0·30
5·09	5·01	0·43	0·39	3·16	2·70	...	...	6·11	6·70	0·51	0·50	1·18	2·33
6·96	10·71	...	...	0·68	0·39	...	...	3·19	2·80	0·36	0·43	0·15	0·32

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not t

Railway system.	Serial number.	143 a.	143A a.	143Ba.
		TABLE B.—		
		PER TOTAL		
		Maintenance and renewal of locomotives. Annas.	Maintenance and renewal of motor cars. Annas.	Maintenance and renewal of machinery, tools and plant. Annas.
		1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.
5′ 6″ Gauge.				
Bengal-Nagpur		3·54 / 3·75	... / ...	0·46 / 0·50
Bombay, Baroda and Central India		4·38 / 4·96	... / ...	0·28 / 0·34
Eastern Bengal		3·29 / 2·83	... / ...	0·54 / 0·63
East Indian		2·14 / 2·52	... / 12·79	0·36 / 0·42
Great Indian Peninsula		3·87 / 6·07	... / ...	0·38 / 0·39
Madras and Southern Mahratta		4·48 / 5·02	0·02 / 6·40	0·68 / 0·93
Nizam's Guaranteed State		6·86 / 3·16	... / ...	0·05 / 0·05
North Western		3·78 / 5·13	... / ...	0·41 / 0·47
Oudh and Rohilkhand		2·62 / 2·84	... / ...	0·29 / 0·50
South Indian		2·60 / 3·79	... / ...	0·18 / 0·38
3′ 3¾″ Gauge.				
Assam-Bengal		1·63 / 2·08	... / ...	0·19 / 0·29
Bengal and North-Western		1·24 / 2·15	... / ...	0·07 / 0·09
Bhavnagar State		1·14 / 1·20	... / ...	0·13 / 0·17
Bombay, Baroda and Central India		3·38 / 5·63	... / ...	0·57 / 0·42
Burma		1·43 / 1·62	1·41 / 1·18	0·13 / 0·16
Eastern Bengal		2·25 / 2·36	... / ...	0·54 / 0·10
Gondal-Porbandar State		1·35 / 1·38	... / ...	0·12 / 0·42
Hyderabad-Godavari Valley		3·00 / 1·28	... / ...	0·04 / 0·06
Jamnagar		1·79 / 2·01	... / ...	0·04 / 0·02
Jodhpur-Bikaner		2·18 / 3·43	... / ...	0·12 / 0·22
Junagad State		2·58 / 2·20	... / ...	0·13 / 0·28
Madras and Southern Mahratta		2·62 / 2·36	... / ...	0·40 / 0·43
Nilgiri		11·18 / 10·31	... / ...	0·17 / 0·21
Rohilkund and Kumaon		3·61 / 5·88	0·22 / ...	0 27 / 0·32
Secunderabad-Gadwal		0·72 / 1·12	... / ...	0·04 / 0·05
Shoranur-Cochin		... / ...	... / Included with	the
South Indian		2·20 / 3·09	0·52 / 0·77	0·25 / 0·29
Udaipur-Chitorgarh		2·71 / 2·94	... / ...	0·67 / 0·49
2′ 6″ Gauge.				
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		3·27 / 3·59	... / ...	0·13 / 0·07
Jacobabad-Kashmor		...	Included with the	North Western
Kalka-Simla		7·44 / 5·01	... / ...	0·30 / 0·39
Kohat-Thal and Nowshera-Durgai		2·72 / 2·96	... / ...	0·14 / 0·13
Morappur-Hosur		2·28 / 1·95	... / ...	0·02 / 0·08
Purulia-Ranchi		2·43 / 1·55	... / ...	0·01 / 0·04
Raipur-Dhamtari		2·46 / 2·69	... / ...	0·04 / 0·01
Tirupattur-Krishnagiri		2·17 / 1·60	... / ...	0·01 / 0·08
Trans Indus (Kalabagh-Bannu)		22·26 / —3·53	... / ...	0·22 / 1·06
2′ 0″ Gauge.				
Pipar-Bilata Light		0·66 / 3·73	... / ...	... / ...

DIX 13—*continued.*

during each half of the financial year 1918-19.

prepare these statistics.]

143 Ca.	144 *a.*	145 *a.*	138 *b.*	139 *b.*	139A *b.*	140 *b.*

LOCOMOTIVE EXPENSES—*contd.*

TRAIN-MILE—*concld.*						PER ENGINE MILE.							
Electricity and repairs and renewals of electric plant. Annas.		Other charges (net). Annas.		Total locomotive expenses. ‡ Annas.		General Superintendence (including office expenses). Annas.		Running expenses. Annas.		All charges connected with the working of Rail Motors. Annas.		Fuel (average cost). Annas.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
...	...	2·73	3·31	13·28	14·88	0·62	0·68	2·28	2·49	...	...	1·87	1·92
...	...	1·71	1·32	21·74	21·90	0·58	0·62	2·97	3·02	...	...	7·61	7·56
...	...	0·38	0·41	12·73	13·19	0·58	0·59	1·67	1·72	...	...	3·92	3·89
...	...	1·29	1·73	9·62	10·33	0·62	0·63	1·67	1·78	...	34·58	1·22	1·13
...	...	4·00	4·63	21·03	25·24	0·69	0·84	2·99	3·36	...	21·32	6·35	6·49
...	...	2·73	2·41	19·77	20·60	0·73	0·80	2·13	2·20	0·01	6·32	6·35	6·39
...	...	1·14	1·19	15·30	11·65	0·84	0·77	1·54	1·52	...	...	3·08	3·08
...	...	3·35	2·39	19·53	22·53	0·62	0·77	2·02	2·44	...	16·09	5·29	6·48
...	...	2·01	2·00	12·69	14·18	0·76	0·86	1·60	1·94	...	...	3·62	4·03
...	...	1·68	0·33	19·69	20·19	0·61	0·76	2·72	2·76	...	...	9·56	9·32
...	...	0·17	0·63	9·34	10·72	0·89	0·84	1·36	1·35	...	...	3·24	3·55
...	...	1·12	1·29	7·02	8·52	0·34	0·36	0·72	0·79	...	...	2·32	2·44
...	...	0·25	0·19	10·29	10·75	0·50	0·62	1·08	1·02	...	...	4·36	3·29
...	...	1·16	1·04	14·84	15·97	0·77	0·85	2·11	2·24	...	...	4·79	4·60
...	...	0·62	1·24	14·31	17·60	0·89	0·87	2·27	2·41	2·69	12·70	6·03	7·34
...	...	2·82	2·42	12·08	12·19	0·78	0·74	1·61	1·80	...	...	2·04	2·37
...	...	0·55	0·57	15·16	16·27	0·51	0·47	0·92	0·98	...	...	2·62	2·99
...	...	2·41	2·07	11·71	10·03	0·93	0·83	1·41	1·42	...	...	2·55	2·94
...	...	...	0·11	13·01	13·84	1·05	1·08	0·75	0·81	...	...	7·10	7·53
...	...	1·50	1·18	11·32	13·75	0·41	0·53	0·87	1·15	...	...	4·53	4·66
...	...	0·03	...	11·88	12·61	0·52	0·56	1·18	1·26	...	...	3·03	3·55
...	...	2·18	1·71	13·16	12·54	0·58	0·62	2·07	2·06	...	...	3·80	3·77
...	...	6·45	2·74	52·69	49·28	1·33	1·42	8·41	9·91	...	...	16·74	15·39
...	...	0·45	0·51	10·35	13·72	0·81	0·70	0·69	0·68	...	...	3·03	3·50
...	...	1·34	2·07	9·26	10·60	1.06	1·18	2·05	1·89	...	...	2·74	2·57
South Indian Railway, 3' 3⅜" gauge.													
...	...	0·95	1·07	13·93	16·45	0·62	0·70	2·43	2·73	4·43	4·70	5·42	6·22
...	...	0·01	0·01	13·52	13·13	1·27	0·96	6·90	0·81	...	...	6·24	6·01
...	...	1·17	2·25	9·96	11·29	0·68	0·50	1·09	1·21	...	...	2·09	1·95
Railway, 5' 6" gauge.													
...	...	0·94	1·16	20·69	18·66	1·04	1·10	2·91	3·16	...	4·25	4·75	4·42
...	...	2·06	2·53	10·72	13·35	0·41	0·44	1·76	1·63	...	...	2·38	2·90
...	...	0 25	0·06	12·54	12·33	0·56	1·00	2·01	1·71	...	...	6.80	7·16
...	...	0·64	0·74	9·01	8·97	0·62	0·82	1·68	1·58	...	...	1·26	1·38
...	...	1·82	1·93	9·29	9·88	0·55	0·58	1·01	1·24	...	...	1·19	1·42
...	...	0·17	0·58	11·02	14·77	0·55	0·59	1·93	2·08	...	...	4·51	7·62
...	...	3.94	4·20	37·81	9·77	0·36	0·33	2·64	2·28	...	...	5·11	5·67
...	...	0·01	0·02	5·05	8·19	...	...	0·68	0·89	...	...	2·19	2·30

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	141 *b*.		142 *b*.		143 *b*.	
		TABLE B.—					
		PER ENGINE					
		Water. Annas.		Oil, tallow and other stores. Annas.		Maintenance and renewal of locomotives. Annas.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5′ 6″ Gauge.							
Bengal-Nagpur		0·19	0·20	0·20	0·36	2·78	2·89
Bombay, Baroda and Central India		0·51	0·54	0·73	0·66	3·54	4·03
Eastern Bengal		0·29	0·24	0·24	0·28	2·30	1·83
East Indian		0·11	0·16	0·60	0·67	1·55	1·79
Great Indian Peninsula		0·23	0·33	0·49	0·63	3·26	4·99
Madras and Southern Mahratta		0·33	0·38	0·18	0·24	3·68	4·10
Nizam's Guaranteed State		0·28	0·33	0·36	0·38	5·77	2·65
North Western		0·36	0·17	0·55	0·82	3·01	4·01
Oudh and Rohilkhand		0·17	0·21	0·29	0·32	2·15	2·36
South Indian		0·29	0·28	0·45	0·55	2·26	3·20
3′ 3¼″ Gauge.							
Assam-Bengal		0·26	0·23	0·24	0·19	1·84	1·67
Bengal and North-Western		0·17	0·20	0·19	0·26	1·01	1·75
Bhavnagar State		0·17	0·19	0·23	0·28	0·88	0·96
Bombay, Baroda and Central India		0·29	0·34	0·33	0·37	2·89	4·79
Burma		0·30	0·28	0·13	0·13	1·13	1·28
Eastern Bengal		0·14	0·18	0·25	0·30	1·67	1·74
Gondal-Porbandar State		0·30	0·32	0·44	0·68	1·59	1·61
Hyderabad-Godavari Valley		0·25	0·28	0·25	0·26	2·59	1·06
Jamnagar		0·06	0·08	0·23	0·43	1·47	1·71
Jodhpur-Bikaner		0·64	0·90	0·35	0·66	1·97	3·03
Junagad State		0·32	0·33	0·44	0·48	2·11	1·77
Madras and Southern Mahratta		0·35	0·36	0·17	0·32	2·29	2·06
Nilgiri		0·37	0·43	1·41	2·16	9·06	8·38
Rohilkund and Kumaon		0·14	0·17	0·21	0·34	2·78	4·51
Secunderabad-Gadwal		0·45	0·64	0·20	0·25	0·66	1·00
Shoranur-Cochin		...	Included with the South				
South Indian		0·31	0·31	1·31	0·39	1·90	2·66
Udaipur-Chitorgarh		0·60	0·47	0·36	0·72	2·48	2·73
2′ 6″ Gauge.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·33	0·35	0·10	0·19	2·57	2·81
Jacobabad-Kashmor		...	Included with the North				
Kalka-Simla		0·39	0·35	0·39	0·48	5·86	3·93
Kohat-Thal and Nowshera-Durgai		0·40	0·45	...	1·10	2·50	2·50
Morappur-Hosur		0·49	0·52	0·30	0·33	2·28	1·95
Purulia-Ranchi		0·61	0·58	0·22	0·35	1·80	1·10
Raipur-Dhamtari		0·44	0·40	0·40	0·32	1·78	2·06
Tirupattur-Krishnagiri		1·47	1·71	0·21	0·30	2·17	1·60
Trans Indus (Kalabagh-Bannu)		0·42	0·42	0·98	2·39	18·62	—7·25
2′ 0″ Gauge.							
Pipar-Bilara Light		0·36	0·43	0·15	0·32	0·66	3·73

DIX 13—*continued.*

during each half of the financial year 1918-19.

prepare these statistics.]

143-A *b.*	143-B *b.*	143-C *b.*	144 *b.*	145 *b.*	138 *c.*	139 *c.*
LOCOMOTIVE EXPENSES—*contd.*						
MILE—*concld.*					PER 1,000 GROSS TON-MILES.	

Maintenance and renewal of motor cars.		Maintenance and renewal of machinery, tools and plant.		Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Locomotive expenses. *		General Superintendence (including office expenses).		Running expenses.	
Annas.		Annas.		Annas.		Annas.		Annas.		Rs.		Rs.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
...	...	0·36	0·38	...	...	2·15	2·55	10·45	11·47	0·09	0·10	0·32	0·38
...	...	0·23	0·27	...	...	1·38	1·07	17·55	17·77	0·08	0·09	0·41	0·45
...	...	0·36	0·42	...	...	0·25	0·27	8·51	8·79	0·12	0·12	0·34	0·36
...	12·79	0·26	0·29	...	...	0·93	1·23	6·96	7·68	0·08	0·09	0·22	0·2 4
...	14·34	0·32	0·32	...	...	3·37	3·81	17·70	20·77	0·11	0·13	0·46	0·51
0·02	6·29	0·56	0·76	...	...	2·24	1·97	16·23	16·84	0·11	0·12	0·32	0·33
...	...	0·04	0·04	...	...	0·96	1·00	12·37	9·77	0·15	0·14	0·38	0·27
8·71	...	0·33	0·36	...	...	2·66	2·26	15·54	17·62	0·09	0·13	0·29	0·39
...	...	0·24	0·41	...	...	1·66	1·67	10·53	11·80	0·11	0·12	0·22	0·28
...	...	0·16	0·28	...	...	0·93	0·28	16·98	17·43	0·12	0·16	0·52	0·57
...	...	0·15	0·23	...	...	0·14	0·50	7·62	8·56	0·29	0·25	0·44	0·41
...	...	0·05	0·07	...	...	0·91	1·05	5·71	6·92	0·09	0·10	0·19	0·21
...	...	0·09	0·14	...	...	0·19	0·15	8·00	8·59	0·17	0·23	0·37	0·37
...	...	0·49	0·36	...	...	1·00	0·39	12·67	14·44	0·18	0·20	0·49	0·54
1·41	1·18	0·11	0·13	...	...	0·49	0·97	11·35	13·91	0·23	0·22	0·58	0·59
...	...	0·40	0·07	...	...	2·10	1·79	8·99	8·99	0·22	0·22	0·46	0·52
...	...	0·10	0·36	...	...	0·47	0·49	12·95	13·90	0·19	0·18	0·35	0·37
...	...	0·04	0·05	...	...	2·08	1·78	10·10	8·62	0·27	0·24	0·41	0·40
...	...	0·03	0·02	...	...	...	0·99	10·67	11·75	0·41	0·46	0·31	0·35
...	...	0·11	0·21	...	...	1·36	1·04	10·24	12·18	0·09	0·14	0·20	0·31
...	...	0·10	0·23	...	...	0·03	...	9·68	10·18	0·22	0·24	0·48	0·53
...	...	0·36	0·38	...	...	1·91	1·50	11·53	10·97	0·18	0·20	0·64	0·66
...	...	0·13	0·17	...	...	5·23	2·23	42·68	40·09	1·09	1·17	6·88	8·13
0·17	...	0·21	0·24	...	...	0·35	0·39	7·98	10·53	0·18	0·21	0·18	0·19
...	...	0·03	0·04	...	...	1·21	1·83	8·40	9·40	0·43	0·54	0·82	0·86
Indian	railway,	3′ 3⅜″	gauge.	...	...	...	...	...	...	...	...	...	...
0·52	0·77	0·21	0·25	...	...	0·82	0·91	12·02	14·17	0·17	0·20	0·66	0·77
...	...	0·61	0·45	...	...	0·02	0·01	12·48	12·16	0·43	0·35	0·31	0·30
...	...	0·10	0·06	...	...	0·92	1·77	7·83	8·85	0·26	0·21	0·46	0·51
Western	railway,	5′ 6″	gauge	...	...	...	...	...	...	...	...	...	...
1·43	...	0·23	0·31	...	...	0·74	0·91	16·31	14·68	0·96	0·99	2·76	2·85
...	...	0·12	0·11	...	...	1·76	2·14	9·15	11·27	0·34	0·36	1·48	1·37
...	...	0·02	0·08	...	...	0·25	0·06	12·51	12·81	0·34	0·57	1·22	0·97
...	...	0·01	0·02	...	...	0·47	0·52	6·67	6·35	0·28	0·38	0·77	0·74
...	...	0·03	0·01	...	...	1·31	1·46	6·71	7·55	0·35	0·36	0·71	0·76
...	...	0·01	0·08	...	...	0·17	0·58	11·02	14·77	0·34	0·35	1·18	1·23
...	...	0·19	0·87	...	...	3·30	3·55	31·62	8·26	0·21	0·17	1·58	1·19
...	...	...	...	...	...	0·01	0·02	5·05	8·19	...	...	1·45	1·80

* Excludes expenditure attributable to motors.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	139 Ac.		140c.		141c.	
		TABLE B.—					
		PER 1,000 GROSS					
		All charges connected with the working of Rail Motors.		Fuel (average cost).		Water.	
		Rs.		Rs.		Rs.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5′ 6″ GAUGE.							
Bengal-Nagpur		...	...	0·26	0·29	0·03	0·03
Bombay, Baroda and Central India		...	...	1·05	1·13	0·07	0·08
Eastern Bengal		...	...	0·59	0·71	0·06	0·05
East Indian		...	50·11	0·16	0·16	0·02	0·02
Great Indian Peninsula		...	33·69	0·98	0·98	0·04	0·05
Madras and Southern Mahratta		...	4·27	0·94	0·97	0·05	0·06
Nizam's Guaranteed State		...	...	0·55	0·55	0·05	0·06
North Western		...	...	0·87	1·05	0·05	0·07
Oudh and Rohilkhand		...	...	0·49	0·58	0·02	0·03
South Indian		...	...	1·82	1·92	0·05	0·05
3′ 3¾″ GAUGE.							
Assam-Bengal		...	...	1·05	1·12	0·09	0·07
Bengal and North-Western		...	...	0·62	0·65	0·05	0·05
Bhavnagar State		...	...	1·66	1·90	0·06	0·07
Bombay, Baroda and Central India		...	...	1·12	1·10	0·07	0·08
Burma		13·94	18·54	1·53	1·93	0·07	0·07
Eastern Bengal		...	...	0·58	0·69	0·04	0·05
Gondal-Porbandar State		...	...	3·23	3·41	0·11	0·12
Hyderabad-Godavari Valley		...	...	0·75	0·83	0·07	0·08
Jamnagar		...	...	2·86	3·23	0·02	0·03
Jodhpur-Bikaner		...	...	1·02	1·24	0·14	0·24
Junagad State		...	...	2·10	2·33	0·13	0·14
Madras and Southern Mahratta		...	...	1·19	1·22	0·11	0·12
Nilgiri		...	...	13·69	2·64	0·31	0·35
Rohilkund and Kumaon		...	...	0·91	1·00	0·04	0·05
Secunderabad-Gadwal		...	...	1·10	1·18	0·18	0·30
Shoranur-Cochin		...	...	...	Included with the South		
South Indian		18·16	18·78	1·48	1·76	0·08	0·08
Udaipur-Chitorgarh		...	...	2·12	2·20	0·21	0·17
2′ 6″ GAUGE.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		...	...	0·87	0·83	0·14	0·15
Jacobabad-Kashmor		...	...	Included with the North			
Kalka-Simla		...	...	4·36	3·99	0·36	0·31
Kohat-Thal and Nowshera-Durgai		...	...	2·00	2·44	0·33	0·38
Morappur-Hosur		...	...	4·01	4·07	0·30	0·29
Purulia-Ranchi		...	...	0·57	0·64	0·27	0·27
Raipur-Dhamtari		...	...	0·84	0·91	0·31	0·25
Tirupattur-Krishnagiri		...	...	2·76	4·64	0·90	1·01
Trans-Indus (Kalabagh-Bannu)		...	...	3·06	2·95	0·26	0·22
2′ 0″ GAUGE.							
Pipar-Bilara Light		...	...	6·70	5·67	0·74	0·87

DIX 13—*continued.*

during each half of the financial year 1918-19.

prepare these statistics.]

142 *c.*	143 *c.*	143 A *c.*	143 B *c.*	143 C *c.*	144 *c.*	145 *c.*

LOCOMOTIVE EXPENSES—*concld.*

TON-MILES—*concld.*

Oil, tallow and other stores. Rs.		Maintenance and renewal of locomotives. Rs.		Maintenance and renewal of motor cars. Rs.		Maintenance and renewal of machinery, tools and plant. Rs.		Electricity and repairs and renewals of electric plant. Rs.		Other charges (net). Rs.		Total Locomotive expenses. * Rs.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
0·03	0·05	0·39	0·44	...	...	0·05	0·06	...	...	0·30	0·39	1·47	1·74
0·10	0·10	0·49	0·60	...	...	0·03	0·04	...	...	0·20	0·16	2·43	2·65
0·05	0·06	0·45	0·40	...	...	0·07	0·09	...	...	0·05	0·06	1·73	1·85
0·08	0·09	0·21	0·25	...	18·53	0·03	0·04	...	...	0·13	0·17	0·93	1·06
0·07	0·09	0·50	0·75	...	22·27	0·05	0·05	...	...	0·52	0·58	2·73	3·14
0·06	0·04	0·55	0·62	...	4·26	0·08	0·11	...	...	0·33	0·30	2·41	2·55
0·07	0·07	1·03	0·48	...	...	0·01	0·01	...	...	0·17	0·18	2·31	1·76
0·08	0·13	0·44	0·65	...	...	0·05	0·06	...	...	0·33	0·37	2·25	2·85
0·04	0·04	0·30	0·34	...	...	0·03	0·06	...	...	0·23	0·24	1·44	1·69
0·09	0·11	0·43	0·66	...	...	0·03	0·06	...	...	0·18	0·06	3·24	3·59
0·08	0·06	0·43	0·52	...	...	0·04	0·07	...	...	0·05	0·19	2·47	2·69
0·05	0·07	0·27	0·47	...	...	0·02	0·02	...	...	0·24	0·28	1·53	1·85
0·08	0·10	0·30	0·35	...	...	0·04	0·05	...	...	0·06	0·05	2·74	3·12
0·08	0·09	0·68	1·15	...	...	0·11	0·08	...	...	0·24	0·21	2·97	3·45
0·03	0·03	0·28	0·32	2·02	1·72	0·03	0·03	...	...	0·13	0·24	2·88	3·43
0·07	0·09	0·47	0·50	...	...	0·11	0·02	...	...	0·59	0·52	2·54	2·61
0·17	0·26	0·59	0·61	...	...	0·04	0·14	...	...	0·18	0·18	4·86	5·27
0·07	0·07	0·76	0·30	...	...	0·01	0·02	...	...	0·61	0·50	2·95	2·44
0·09	0·19	0·59	0·73	...	...	0·01	0·01	...	...	...	0·04	4·29	5·04
0·08	0·18	0·45	0·80	...	...	0·02	0·06	...	...	0·30	0·27	2·30	3·24
0·19	0·20	0·88	0·74	...	...	0·04	0·09	...	...	0·01	...	4·05	4·27
0·05	0·07	0·71	0·67	...	...	0·11	0·12	...	...	0·60	0·48	3·59	3·54
1·15	1·77	7·41	6·89	...	...	0·11	0·14	...	...	4·27	1·83	34·91	32·92
0·06	0·10	0·32	1·28	0·05	...	0·06	0·07	...	...	0·10	0·10	2·35	3·00
0·08	0·11	0·27	0·46	...	...	0·01	0·02	...	...	0·49	0·84	3·38	4·31
Indian Railway, 3′ 3⅜″ gauge				...	...	...	...	...	...	...	...	...	...
0·08	0·11	0·52	0·75	2·12	·07	0·06	0·07	...	—	0·22	0·26	3·27	4·00
0·13	0·26	0·84	0·99	...	...	0·21	0·17	...	...	...	...	4·25	4·44
0·04	0·08	1·07	1·19	...	...	0·04	0·02	...	...	0·38	0·74	3·26	3·73
Western railway, 5′ 6″ gauge				...	...	...	...	...	...	...	...	...	...
0·36	0·43	5·39	3·54	...	...	0·22	0·28	...	...	0·68	0·82	15·00	13·21
...	0·93	1·95	2·10	...	...	0·10	0·09	...	...	1·48	1·80	7·68	9·47
0·18	0·19	1·39	1·11	...	...	0·01	0·05	...	...	0·15	0·03	7·60	7·28
0·10	0·16	0·81	0·51	...	...	...	0·01	...	...	0·21	0·24	3·01	2·95
0·28	0·20	1·24	1·27	...	...	0·02	0·01	...	...	0·92	0·90	4·70	4·66
0·13	0·18	1·33	0·95	...	...	0·01	0·05	...	...	0·10	0·34	6·75	8·75
0·59	1·24	11·14	—3·77	...	...	0·12	0·45	...	...	1·97	1·85	18·93	4·30
0·30	0·66	1·39	7·55	...	...	...	—0·01	...	...	0·01	0·05	10·59	16·59

* Excludes expenditure attributable to motors.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	146 *a*.		147 *a*.		148 *a*.	
		TABLE C.—CARRIAGE AND					
		PER TOTAL					
		General Superintendence (including office expenses). Annas.		Repairs and renewals of coaching vehicles. Annas.		Repairs and renewals of goods vehicles. Annas.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5′ 6″ Gauge.							
Bengal-Nagpur		0·24	0·28	2·26	2·67	3·81	4·25
Bombay, Baroda and Central India		0·30	0·30	2·32	2·80	2·76	2·56
Eastern Bengal		0·48	0·49	2·46	2·17	1·43	1·76
East Indian		0·18	0·21	0·69	0·74	1·36	1·55
Great Indian Peninsula		0·29	0·38	1·63	2·36	1·30	2·13
Madras and Southern Mahratta		0·37	0·39	2·73	3·39	2·43	2·77
Nizam's Guaranteed State		0·45	0·40	0·85	0·78	2·41	1·80
North Western		0·32	0·43	1·69	1·85	1·50	2·38
Oudh and Rohilkhand		0·46	0·51	1·96	2·36	1·45	2·96
South Indian		0·25	0·30	1·23	1·57	1·37	1·48
3′ 3¾″ Gauge.							
Assam-Bengal		0·45	0·51	0·87	1·35	1·50	2·06
Bengal and North-Western		0·15	0·16	0·67	0·89	2·43	2·69
Bhavnagar State		0·21	0·26	0·79	0·87	0·43	0·54
Bombay, Baroda and Central India		0·41	0·44	1·63	1·54	1·26	1·71
Burma		0·43	0·42	0·92	1·07	1·31	1·97
Eastern Bengal		0·52	0·54	1·63	1·72	1·02	1·35
Gondal-Porbandar State		0·20	0·18	1·01	1·77	0·45	0·90
Hyderabad-Godavari Valley		0·45	0·44	0·72	1·16	4·37	0·60
Jamnagar		0·42	0·43	2·30	3·36	0·71	0·47
Jodhpur-Bikaner		0·17	0·22	0·70	1·05	0·82	1·15
Junagad State		0·22	0·23	1·15	1·33	0·57	0·47
Madras and Southern Mahratta		0·23	0·23	1·03	1·36	1·11	1·11
Nilgiri		0·52	0·53	1·20	1·11	0·71	1·11
Rohilkund and Kumaon		0·34	0·38	1·51	1·90	1·33	2·00
Secunderabad-Gadwal		0·58	0·67	0·82	0·94	0·42	0·42
Shoranur-Cochin		...	...	...	Included with		the
South Indian		0·23	0·27	1·60	1·76	1·13	1·20
Udaipur-Chitorgarh		0·34	0·26	1·28	1·08	0·15	0·22
2′ 6″ Gauge.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur		0·21	0·29	1·78	1·76	1·71	2·12
Chhindwara Extensions							
Jacobabad-Kashmor		...	...	Included	with	North Western	
Kalka-Simla		0·29	0·22	2·48	3·28	1·73	2·02
Kohat-Thal and Nowshera-Durgai		0·05	0·08	0·77	0·67	0·29	0·52
Morappur-Hosur		0·19	0·33	0·10	0·23	0·08	0·12
Purulia-Ranchi		0 42	0·52	2·42	0·93	0 30	0·28
Raipur-Dhamtari		0·44	0·44	0·33	0·46	0·32	0·95
Tirupattur-Krishnagiri		0·19	0·19	0·04	0·45	0·06	0·15
Trans-Indus (Kalabagh-Bannu)		0·07	0·12	1·23	0·75	1·05	0·79
2′ 0″ Gauge.							
Pipar-Bilara Light		...	...	0·18	0·28	1·39	0·02

DIX 13—*continued.*

during each half of the financial year 1918-19.

prepare these statistics.]

148Aa.	149a.	149Aa.	150a.	151a.	146b.	147b.

WAGON EXPENSES.

TRAIN MILE.										PER 1,000 VEHICLE-MILES RUN BY HOME VEHICLES.			
Repairs and renewals of machinery, tools and plant.		Cleaning and oiling.		Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Carriage and Wagon expenses.		General superintendence (including office expenses).		Repairs and renewals of coaching vehicles apportioned on coaching vehicle mileage.	
Annas.		Annas.		Annas.		Annas.		Annas.		Rs.		Rs.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
0·12	0·19	0·68	1·14	...	...	0·03	0·02	7·14	8·75	0·55	0·71	30·44	39·45
0·18	0·22	0·55	0·61	...	...	—0·01	0·06	6·10	6·55	0·56	0·63	16·47	20·89
0·29	[illegible]	0·67	0·73	...	...	0·15	0·15	5·48	5·67	0·84	0·95	15·28	13·45
0·06	[illegible]	0·37	0·47	...	...	—0·02	0·05	2·66	3·10	0·29	0·36	7·57	7·96
0·17	[illegible]	0·67	0·95	...	...	0·03	0·05	4·09	6·10	0·97	1·27	16·62	22·06
0·10	[illegible]	0·50	0·58	...	...	0·04	0·04	6·17	7·37	1·01	1·08	22·87	26·76
0·01	0·01	0·30	0·32	...	...	0·19	0·30	4·21	3·61	1·19	1·14	10·18	9·46
0·12	[illegible]	0·61	0·99	...	...	0·05	0·07	4·29	5·87	0·91	1·06	15·18	12·92
0·17	[illegible]	0·63	0·70	...	...	...	0·01	4·67	6·72	1·04	1·16	16·13	20·47
0·07	[illegible]	0·68	1·12	...	...	0·03	0·04	3·63	4·57	0·83	1·00	9·14	12·03
0·03	0·02	0·47	0·46	...	...	...	...	3·32	4·40	1·33	1·42	5·46	8·06
0·04	0·04	0·31	0·38	...	...	0·01	0·01	3·60	4·17	0·29	0·31	3·38	4·33
0·06	0·09	0·36	0·38	...	...	...	0·02	1·85	2·16	0·72	0·91	4·58	5·04
0·11	0·11	0·37	0·48	...	...	...	0·06	3·78	4·31	0·74	0·85	11·39	10·86
0·06	0·07	0·31	0·33	...	...	0·03	0·10	3·06	3·95	0·91	0·88	1·96	2·27
0·02	0·04	0·58	0·73	...	...	...	0·01	3·82	4·39	1·34	1·43	9·15	9·67
0·07	0·16	0·29	0·39	...	...	0·11	0·02	2·13	3·42	0·76	0·69	6·82	11·10
0·01	...	0·24	0·22	...	...	0·17	0·25	5·96	2·67	1·44	1·39	4·97	3·52
0·01	0·01	0·38	0·51	...	...	...	...	3·82	4·78	2·03	2·06	17·04	29·46
0·06	0·14	0·24	0·41	...	...	0·02	0·02	2·43	2·99	0·65	0·81	6·72	8·05
...	0·01	0·45	0·58	...	...	...	...	2·39	2·57	0·72	0·72	7·48	8·04
0·08	0·12	0·22	0·23	...	...	0·01	0·04	2·68	3·01	0·67	0·70	8·22	10·30
0·05	0·07	1·77	2·33	...	...	0·02	0·01	4·27	5·16	4·57	4·81	18·13	15·89
0·06	0·13	0·37	0·50	...	...	0·01	...	4·12	4·91	0·85	0·94	2·65	13·10
0·01	...	0·24	0·20	...	...	0·16	0·28	2·23	2·46	1·91	2·39	5·31	5·63
South Indian Railway, 3′ 3½″ gauge													
0·08	0·10	0·57	0·81	...	...	0·02	0·03	3·63	4·17	0·60	0·71	9·94	10·41
0·06	0·08	0·71	0·75	...	...	...	...	2·54	2·39	1·13	0·77	5·11	4·49
0·01	0·01	0·46	0·53	...	...	0·01	0·03	4·18	4·74	0·49	0·72	9·48	8·85
Railway, 5′ 6″ gauge													
...	0·01	0·80	0·94	...	...	0·02	0·01	5·32	6·48	2·25	1·50	31·79	36·86
0·01	...	1·02	1·90	...	...	0·03	0·03	2·22	3·20	0·26	0·37	5·31	4·74
0·01	0·03	0·46	0·56	...	...	0·01	...	0·85	1·27	0·80	1·30	0·99	1·38
0·14	0·02	0·64	0·58	...	...	0·05	0·04	3·97	2·37	1·05	1·28	8·65	3·29
...	0·02	0·45	0·87	...	...	...	0·01	1·54	0·85	1·47	1·33	2·82	3·79
...	0·03	0·44	0·56	...	...	0·18	0·23	0·86	1·61	0·80	0·76	0·23	2·60
...	...	0·55	0·66	...	...	0·06	0·04	2·96	2·36	0·35	0·54	10·39	6·52
...	...	0·42	0·07	...	...	...	...	1·99	0·37	...	...	1·41	2·33

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

TABLE C.—CARRIAGE AND

PER 1,000

Railway system.	Serial number.	148b.		148-A.b.		149b.	
		Repairs and renewals of goods vehicles calculated on goods vehicle mileage. Rs.		Repairs and renewals of machinery, tools and plant. Rs.		Cleaning and oiling. Rs.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" Gauge.							
Bengal-Nagpur		10·74	13·52	0·28	0·49	1·59	2·94
Bombay, Baroda and Central India		7·00	7·71	0·35	0·47	1·01	1·33
Eastern Bengal		3·44	4·97	0·48	0·72	1·15	1·41
East Indian		2·55	3·22	0·13	0·14	0·60	0·82
Great Indian Peninsula		6·34	10·91	0·57	0·77	2·20	3·15
Madras and Southern Mahratta		9·81	11·58	0·28	0·53	1·37	1·58
Nizam's Guaranteed State		8·35	6·61	0·03	0·02	0·82	0·90
North Western		5·98	8·99	0·32	0·38	1·69	2·43
Oudh and Rohilkhand		4·29	9·22	0·37	0·42	1·41	1·60
South Indian		7·94	8·57	0·24	0·38	2·20	3·78
3' 3¾" Gauge.							
Assam-Bengal		8·29	10·79	0·09	0·07	1·38	1·27
Bengal and North-Western		7·19	8·42	0·08	0·08	0·57	0·72
Bhavnagar State		3·38	4·75	0·20	0·30	1·19	1·33
Bombay, Baroda and Central India		3·13	4·57	0·20	0·28	0·70	0·93
Burma		2·79	4·19	0·12	0·17	0·68	0·63
Eastern Bengal		4·98	6·70	0·17	0·09	1·51	1·94
Gondal-Porbandar State		4·00	8·56	0·27	0·59	1·11	1·46
Hyderabad-Godavari Valley		26·01	3·39	0·03	...	0·75	0·68
Jamnagar		10·05	7·52	0·04	0·05	1·87	2·47
Jodhpur-Bikaner		5·23	8·08	0·27	0·51	0·95	1·52
Junagad State		3·93	2·95	...	0·03	1·51	1·62
Madras and Southern Mahratta		4·97	5·52	0·24	0·35	0·63	0·68
Nilgiri		15·13	26·59	0·47	0·63	15·67	20·87
Rohilkund and Kumaon		7·73	7·57	0·16	0·29	0·94	1·23
Secunderabad-Gadwal		2·83	3·73	0·03	...	0·73	0·73
Shoranur-Cochin		...	...	Included with the South			
South Indian		4·97	5·63	0·19	0·27	1·48	2·13
Udaipur-Chitorgarh		2·66	2·39	0·16	0·25	2·32	2·21
2' 6" Gauge.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		7·40	10·67	0·03	0·02	1·10	1·33
Jacobabad-Kashmor		...	...	Included with the			
Kalka-Simla		34·31	36·87	0·03	0·04	6·18	6·58
Kohat-Thal and Nowshera-Durgai		4·78	8·10	0·06	...	5·02	9·17
Morappur-Hosur		1·13	1·09	0·03	0·10	1·91	2·01
Purulia-Ranchi		2·45	2·30	0·35	0·04	1·57	1·43
Raipur-Dhamtari		1·70	4·60	...	0·08	1·48	2·64
Tirupattur-Krishnagiri		0·89	2·17	0·02	0·10	1·84	2·23
Trans-Indus (Kalabagh-Bannu)		11·28	8·07	...	...	2·58	3·11
2' 0" Gauge.							
Pipar-Bilara Light		40·39	0·45	...	...	2·60	0·46

DIX 13—*continued.*

during each half of the financial year 1918-19.

prepare these statistics.]

149-A.*b*.	150*b*.	151*b*.	152*a*.	153*a*.	154*a*.	155*a*.
WAGON EXPENSES—*concld.*			TABLE D.—TRAFFIC EXPENSES.			
VEHICLE-MILES RUN BY HOME VEHICLES—*concld.*			PER TOTAL TRAIN-MILE.			

Electricity and repairs and renewals of electric plant. Rs.		Other charges (net). Rs.		Total Carriage and Wagon expenses. Rs.		General Superintendence (including office expenses). Annas.		Station staff. Annas.		Train staff. Annas.		Fuel, lighting, water and general stores. Annas.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
...	...	0·07	0·06	16·66	22·60	0·95	1·04	2·72	3·29	1·02	1·06	0·66	0·95
...	...	—0·01	0·13	11·42	14·07	0·77	0·82	4·41	4·65	0·97	1·00	1·19	1·49
...	...	0·27	0·30	9·49	11·02	1·26	1·23	8·89	9·48	1·42	1·50	1·65	1·97
...	...	—0·04	0·09	4·27	5·40	0·92	0·96	2·97	3·34	1·22	1·24	0·94	1·10
...	...	0·10	0·14	13·52	20·18	0·66	0·80	3·13	3·91	1·57	1·71	1·02	1·17
...	...	0·10	0·11	16·81	20·13	0·75	0·82	2·67	2·89	0·91	0·94	0·65	0·76
...	...	0·50	0·84	11·30	10·18	0·94	1·01	2·48	2·57	0·97	0·97	0·70	0·54
...	...	0·14	0·16	11·87	14·40	0·86	1·13	4·33	5·61	1·16	1·38	1·33	1·60
...	...	0·01	0·01	10·47	15·38	1·26	1·53	3·86	4·76	1·20	1·28	1·00	1·40
...	...	0·09	0·13	11·83	15·37	0·80	0·91	2·32	2·68	0·98	1·04	0·53	0·76
...	...	...	0·02	9·77	12·30	1·30	1·24	3·80	3·88	0·74	0·75	1·02	1·06
...	...	0·02	0·02	6·71	7·35	0·58	0·61	2·18	2·32	0·46	0·51	0·47	0·62
...	...	...	0·07	6·18	7·53	0·78	0·75	3·16	3·12	0·55	0·56	0·93	1·14
...	...	...	0·04	6·97	8·34	0·63	0·67	2·96	3·28	0·68	0·69	0·71	1·11
...	...	0·06	0·22	6·52	8·41	1·03	1·01	2·86	2·96	0·96	0·98	0·61	0·67
...	...	...	0·02	9·95	11·56	1·54	1·58	4·55	4·99	1·28	1·34	1·04	0·99
...	...	0·41	0·07	8·15	12·89	0·43	0·57	1·97	2·27	0·40	0·39	1·36	1·18
...	...	0·55	0·81	19·07	8·52	1·09	0·81	2·76	2·61	1·07	1·09	0·81	0·62
...	...	...	...	18·58	23·17	1·24	1·34	1·67	1·78	0·50	0·52	0·49	0·85
...	...	0·07	0·09	7·79	11·02	0·57	0·71	1·48	2·19	0·32	0·43	1·28	1·23
...	...	...	...	7·98	7·90	0·67	0·81	2·63	3·17	0·45	0·54	0·52	0·59
...	...	0·01	—0·10	7·68	9·04	0·55	0·60	1·85	1·98	0·69	0·71	0·45	0·44
...	...	0·21	0·12	37·80	46·31	1·28	1·51	5·90	7·19	2·34	2·68	0·32	0·56
...	...	0·02	...	10·46	12·09	0·78	0·83	2·18	2·43	0·44	0·45	0·65	0·84
...	...	0·55	0·83	7·37	8·81	1·49	1·67	2·71	2·72	0·89	1·03	0·97	0·11
Indian	Railway,	3′ 3⅜″	gauge	...	...	...	...	...	...	...	...	...	...
...	...	0·04	0·08	9·36	10·93	0·75	0·85	2·52	2·88	0·84	0·92	0·67	0·83
...	...	...	...	8·27	7·08	1·14	0·83	2·72	2·09	0·43	0·33	0·57	0·43
...	...	0·02	0·09	9·93	11·92	0·73	0·77	2·46	2·64	0·71	0·64	0·39	0·71
North	Western	Railway,	5′ 6″	gauge									
...	...	0·15	0·07	41·89	45·07	1·85	1·90	4·80	5·11	1·36	1·45	1·18	1·12
...	...	0·12	0·12	10·90	15·45	0·21	0·27	2·69	2·84	0·57	0·65	0·22	0·30
...	...	0·02	0·02	3·41	4·59	1·05	1·06	1·24	1·46	0·54	0·62	0·20	0·17
...	...	0·12	0·10	9·85	5·83	0·26	0·32	2·32	2·22	0·31	0·38	0·70	0·55
...	...	...	0·02	5·08	2·38	0·31	0·28	2·40	2·36	1·30	1·35	0·01	0·10
...	...	0·52	0·91	3·60	6·41	1·18	1·19	1·78	2·07	0·45	0·54	0·21	0·18
...	...	0·30	0·21	14·01	11·08	0·65	0·81	1·20	3·83	0·56	0·60	0·29	0·65
...	...	0·01	0·01	12·32	2·30	...	...	2·17	2·09	0·36	0·24	0·02	...

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	156a.		157a.		158a.	
		TABLE D.—					
		PER TOTAL TRAIN-MILE					
		Clothing. Annas.		Printing, stationery and tickets. Annas.		Charges for delivery and collection of goods, etc. Annas.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5′ 6″ GAUGE.							
Bengal-Nagpur		0·13	0·09	0·19	0·22	0·01	0·02
Bombay, Baroda and Central India		0·15	0·03	0·39	0·34	...	...
Eastern Bengal		0·15	0·26	0·54	0·51	0·02	0·03
East Indian		0·17	0·18	0·30	0·32	0·04	0·03
Great Indian Peninsula		0·15	0·12	0·23	0·30	...	...
Madras and Southern Mahratta		0·06	0·15	0·41	0·38	0·03	0·03
Nizam's Guaranteed State		0·18	0·15	0·27	0·35	0·03	0·01
North Western		0·34	0·47	0·22	0·33	0·01	...
Oudh and Rohilkhand		0·11	0·29	0·23	0·30	...	...
South Indian		0·02	0·12	0·24	0·76	...	...
3′ 3¾″ GAUGE.							
Assam-Bengal		...	0·16	0·31	0·29	...	...
Bengal and North-Western		0·07	0·07	0·32	0·43	...	...
Bhavnagar State		0·15	0·10	1·16	1·46	...	...
Bombay, Baroda and Central India		0 09	0·18	0·60	0·59	...	...
Burma		0·12	0·10	0·47	0·51	...	...
Eastern Bengal		0·17	0·16	0·38	0·38	...	...
Gondal-Porbandar State		0·03	0·27	0·75	0·67	...	...
Hyderabad-Godavari Valley		0·19	0·13	0·40	0·38	...	...
Jamnagar		0·03	0·04	0·70	0·85	...	...
Jodhpur-Bikaner		0·06	0·09	0·42	0·54	...	...
Junagad State		0·26	0·03	0·91	1·52	...	...
Madras and Southern Mahratta		0·09	0·10	0·42	0·37	...	...
Nilgiri		0·04	0·21	0·31	1·15	...	...
Rohilkund and Kumaon		0·02	0·11	0·42	0·47	...	...
Secunderabad-Gadwal		0·22	0·14	0·48	0·47	...	...
Shoranur-Cochin		...	...	...	...	Included	
South Indian		0·06	0·08	0·30	0·67	...	...
Udaipur-Chitorgarh		0·19	0·18	0·58	1·18	...	...
2′ 6″ GAUGE.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·07	0·02	0·03	0·03	...	...
Jacobabad-Kashmor		...	...	Included with the North			
Kalka-Simla		0·53	0·70	0·11	0·06	0·57	0·40
Kohat-Thal and Nowshera-Durgai		...	...	0·04	0·06	...	...
Morappur-Hosur		0·01	0·24	0·14	0·35	...	...
Purulia-Ranchi		...	...	0·02	0·07	...	...
Raipur-Dhamtari		...	...	0·07	0·07	...	...
Tirupattur-Krishnagiri		0·01	0·29	0·20	0·51	...	...
Trans-Indus (Kalabagh-Bannu)		0·25	0·17	0·06	0·10	...	...
2′ 0″ GAUGE.							
Pipar-Bilara Light		...	...	0·30	0·29	...	...

DIX 13—*continued.*

during each half of the financial year 1918-19.

prepare these statistics.]

159 *a*.	160 *a*.	161 *a*.	162 *a*.	152 *b*.	153 *b*.	154 *b*.

TRAFFIC EXPENSES—*contd.*

—*concld.*

Miscellaneous expenses.		Payments to other lines.		Other charges (net).		Total traffic expenses.		PER CENT. OF TRAFFIC EARNINGS. (*Abstracts H. and I. of Revenue Accounts*). General superintendence (including office expenses).		Station staff.		Train staff.	
Annas.		Annas.		Annas.		Annas.		Per cent.		Per cent.		Per cent.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
0·01	0·01	0·39	0·33	...	0·01	6·08	7·02	1·11	1·06	3·17	3·43	1 18	1·10
0·01	0·01	0·02	0·02	—0·01	—0·06	7·90	8·32	0·65	0·73	3·72	4·08	0·83	0·88
0·01	—0·01	...	...	0·02	0·02	14·56	15·69	2·26	2·11	10·80	10·33	1·73	1·63
0·02	0·03	0·08	0·09	—0·01	...	6·65	7·29	1·11	1·16	3·61	4·04	1·49	1·49
0·01	0·01	0·02	—0·03	0·01	0·01	6·79	8·00	0·79	0·85	3·76	4·14	1·88	1·81
0·03	0·02	0·01	0·01	—0·06	—0·04	5·46	5·96	0·71	0·81	2·52	2·88	0·86	0·94
0·02	0·01	0·33	0·39	0·01	0·03	5·88	6·03	1·06	1·17	2·74	2·96	1·09	1·12
...	...	0·05	0·10	0·10	0·17	8·40	10·79	0·86	1·19	4·35	5·89	1·16	1·45
0·03	...	0·32	0·45	0·01	...	8·07	10·01	1·27	1·50	3·88	4·68	1·20	1·26
0 01	0·02	0·07	0·21	—0·08	—0·07	4·89	6·43	0·89	1·06	2·56	3·11	1·08	1·20
...	...	0·10	0·12	0·05	0·01	7·32	7·51	2·41	1·88	7·00	5·89	1·36	1·13
0·03	0·05	0·23	0·23	0·06	0·09	4·40	4·93	0·68	0·84	3·14	3·21	0·66	0·71
0·01	0·01	0·32	0·40	0·01	...	7·02	7·54	0·78	0·92	3·41	3·82	0·59	0·68
0·01	0·01	0·23	0·45	...	0·01	5·91	6·99	0·77	0·84	3·65	4·11	0·84	0·87
0·15	0·10	...	...	0·04	0·05	6·24	6·38	1·40	1·20	3·88	3·50	1·30	1·16
0·04	0·02	0·06	0·04	0·02	...	9·06	9·50	2·43	2·10	7·13	6·66	2·00	1·79
0·06	0·07	0·15	0·10	0·01	0·01	5·16	5·53	0·58	0·83	2·67	3·32	0·55	0·58
0·02	0·01	0·28	0·25	0·01	0·05	6·63	5·95	1·68	1·06	4·24	3·40	1·64	1·43
0·04	0·01	0·77	0·77	...	...	5·44	6·16	1·24	1·58	1·67	2·10	0·50	0·62
...	...	0·34	0·43	0·01	0·02	4·48	5·63	0·84	1·04	2·17	3·21	0·48	0·62
0·02	0·01	0·72	...	0·01	0·02	6·19	6·69	0·98	1·06	3·81	4·12	0·66	0·70
0·02	0·02	0·11	0·12	0·02	—0·02	4·20	4·32	0·90	1·07	3·04	3·54	1·13	1·28
0·06	0·07	...	...	...	0·01	10·25	13·38	0·88	1·17	4·06	5·55	1·62	2·07
0·02	0·02	0·34	0·26	...	...	4·80	5·41	1·02	1·14	3·02	3·32	0·64	0·62
0·02	0·01	...	...	0·01	0·01	6·79	5·94	3·21	4·86	5·82	7·94	1·91	3·01
with the	South	Indian	Railway,	3'3 ⅜"	gauge.	...	...	...	...	...	...	...	...
0.02	0·02	0·02	—0·05	0·03	0·03	5·21	6·33	0·96	1·11	3·22	3·76	1·06	1·20
0·03	0·03	0·45	0·31	...	...	6·11	5·43	1·37	1·27	3·28	3·23	0·51	0·51
0·02	0·02	0·03	0·03	...	...	4·46	4·86	1·96	1·89	6·69	6·52	1·91	1·58
Western	Railway	5' 6"	gauge.	...	...	...	...	...	...	...	...	...	...
...	...	...	0·87	0·04	0·02	10·44	11·63	1·71	2·07	4·44	5·57	1·26	1·58
...	...	...	...	0·02	0·03	3·75	4·15	0·71	0·90	3·39	3·25	1·90	2·11
0·01	...	...	...	0·01	0·01	3·20	3·88	4·20	4·19	4·95	5·96	2·16	2·55
0·03	0·02	...	...	...	...	3·66	3·56	0·55	0·50	4·58	3·46	0·62	0·59
0·04	0·04	...	...	...	...	4·13	4·20	0·64	0·53	4·85	4·35	2·62	2·49
0·01	...	...	...	0·01	0·02	3·85	4·80	3·71	4·01	5·61	6·95	1·42	1·32
...	...	...	...	0·02	0·09	3·03	6·25	2 08	2·57	3·81	12·12	1·70	1·39
...	...	0·32	0·31	...	...	3·17	2·93	...	...	7·89	8·20	1·32	0·9

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

TABLE D.—

Railway system.	Serial number.	155b.		156b.		157b.	
		PER CENT. OF TRAFFIC					
		Fuel, lighting, water and general stores. Per cent.		Clothing. Per cent.		Printing, stationery and tickets. Per cent.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" GAUGE.							
Bengal-Nagpur		0·77	0·99	0·16	0·09	0·22	0·23
Bombay, Baroda and Central India		1·00	1·30	0·13	0·03	0·33	0·30
Eastern Bengal		2·00	2·14	0·19	0·28	0·65	0·55
East Indian		1·15	1·33	0·21	0·23	0·36	0·39
Great Indian Peninsula		1·22	1·24	0·19	0·13	0·27	0·31
Madras and Southern Mahratta		0·61	0·76	0·06	0·15	0·39	0·37
Nizam's Guaranteed State		0·79	0·62	0·20	0·17	0·31	0·40
North Western		1·38	1·69	0·34	0·49	0·22	0·35
Oudh and Rohilkhand		1·01	1·37	0·11	0·28	0·28	0·49
South Indian		0·59	0·88	0·02	0·15	0·26	0·88
3' 3¾" GAUGE.							
Assam-Bengal		1·88	1·61	0·01	0·24	0·56	0·43
Bengal and North-Western		0·68	0·85	0·10	0·10	0·46	0·60
Bhavnagar State		1·00	1·40	0·16	0·12	1·24	1·79
Bombay, Baroda and Central India		0·87	1·39	0·11	0·23	0·74	0·74
Burma		0·82	0·79	0·16	0·12	0·64	0·60
Eastern Bengal		1·68	1·33	0·26	0·21	0·61	0·51
Gondal-Porbandar State		1·85	1·72	0 04	0·40	1·02	0·97
Hyderabad-Godavari Valley		1·24	0·81	0·29	0·17	0·61	0·50
Jamnagar		0·49	0·99	0·03	0·05	0·70	1·00
Jodhpur-Bikaner		1·89	1·78	0·08	0·14	0·62	0·79
Junagad State		0·75	0·76	0 37	0·04	1·31	1·97
Madras and Southern Mahratta		0·74	0·77	0·15	0·18	0·69	0·67
Nilgiri		0·22	0·43	0·03	0·16	0·21	0·89
Rohilkund and Kumaon		0·89	1·15	0·02	0·15	0 58	0·64
Secunderabad-Gadwal		2·10	—0 33	0·47	0·40	1·04	1·37
Shoranur-Cochin		...	...	...	Included with the South		
South Indian		0·86	1 09	0·07	0·11	0·38	0·87
Udaipur-Chitorgarh		0·68	0·74	0·24	0·27	0·70	1·82
2' 6" GAUGE.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		1·05	1·74	0·19	0·06	0·07	0·07
Jacobabad-Kashmor		...	...	Included with the North			
Kalka-Simla		1·09	1·23	0·49	0·76	0·10	0·06
Kohat-Thal and Nowshera-Durgai		0·73	0·99	...	...	0·12	0·19
Morappur-Hosur		0·79	0·71	0·04	0·98	0·57	1·43
Purulia-Ranchi		1·37	0·86	...	...	0·04	0·10
Raipur-Dhamtari		0·02	0·19	...	...	0·14	0·13
Tirupattur-Krishnagiri		0·68	0·61	0·04	0·96	0·63	1·70
Trans Indus (Ka'abagh-Bannu)		0·93	2·06	0·80	0·52	0·17	0·34
2' 0" GAUGE.							
Pipar-Bilara Light		0·08	0·01	...	...	1·07	1·14

DIX 13—*continued.*

during each half of the financial year 1918-19.

prepare these statistics.]

158b.	159b.	160b.	161b.	162b.		163a.
TRAFFIC EXPENSES.—*concld.*						TABLE E.—GENERAL CHARGES.
EARNINGS (Abstracts H and I of Revenue Accounts.)—*concld.*						PER TOTAL TRAIN-MILE.

Charges for delivery and collection of goods, etc. Per cent.		Miscellaneous expenses. Per cent.		Payments to other lines. Per cent.		Other charges (net). Per cent.		Total Traffic expenses. Per cent.		General Superintendence per cent. on traffic earnings (including steam boat). Per cent.		Home expenditure. Annas.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
0·01	0·02	0 01	0·02	0·45	0·34	0·01	0·01	7·09	7·31	1·11	1·08	0·43	0·53
...	...	0·01	...	0·01	0·02	...	—0·03	6·67	7·31	0·65	0·73	0·38	0·41
0·03	0·03	0·01	—0·01	...	...	0·03	0·03	17·70	17·09	2·26	2·11	0·01	...
0·05	0·03	0·03	0·03	0·10	0·11	—0·02	...	8·09	8·31	1·11	1·16	0·27	0·31
...	...	0·01	0·01	0·02	—0·03	0·01	0·01	8·15	8·47	0·79	0·85	0·26	0·32
0·02	0·03	0·03	0·02	0·01	...	—0·06	—0·04	5·15	5·92	0·71	0·81	0·16	0·55
0·03	0·01	0·02	0·02	0·37	0·45	0·02	0·03	6·63	6·95	1·06	1·17	0·56	0·67
0·01	...	...	...	0·05	0·10	0·10	0·18	8·42	11·34	0·86	1·19	0·01	...
...	...	0·03	...	0·33	0·45	0·01	...	8·12	9·88	1·27	1·50	0·02	0·03
...	...	0·01	0·02	0·08	0·25	—0·09	—0·08	5·40	7·47	0·89	1·06	0·57	0·72
...	...	0·02	0·01	0·19	0·18	0·08	0·02	13·51	11·37	2·41	1·88	1·12	1·01
...	...	0·04	0·07	0·33	0·32	0·09	0·12	6·38	6·82	0·81	0·82	0·52	0·47
...	...	0·02	0·02	0·35	0·49	0·01	0·01	7·56	9·25	0·78	0·92	0·14	0·15
...	...	0·02	0·02	0·28	0·56	...	0·01	7·28	8·77	0·77	0·84	0·43	0·47
...	...	0·20	0·12	...	...	0·06	0·06	8·46	7·55	1·39	1·19	0·73	0·71
...	...	0·06	0·03	0·09	0·05	0·03	...	14·24	12·68	2·37	2·06	Included gauge.	with 5′ 6″
...	...	0·08	0·10	0·20	0·14	0·01	0·01	7·00	8·07	0·58	0·83	...	...
...	...	0·03	0·01	0·42	0·32	0·02	0·06	10·17	7·75	1·68	1·06	0·65	0·68
...	...	0·04	0·01	0·77	0·90	...	...	5·44	7·25	1·24	1·58	...	...
...	...	...	0·01	0·49	0·63	0·02	0·03	6·59	8·25	0·84	1·04	...	...
...	...	0·03	0·02	1·04	...	0·02	0·02	8·97	8·69	0·98	1·06	...	...
...	...	0·04	0·04	0·18	0·22	0·02	—0·04	6·39	7·71	0·90	1·07	0·46	0·51
...	...	0·04	0·06	...	...	...	...	7·06	10·33	0·88	1·17	0·85	1·00
...	...	0·02	0·02	0·48	0·36	...	...	6·64	7·40	1·02	1·14	0·79	0·85
...	0·01	0·05	0·04	...	...	0·01	0·02	14·62	17·32	3·21	4·86	0·13	1·04
Indian Railway 3′ 3⅜″ gauge.													
...	...	0·02	0·03	0·03	0·06	0·04	0·03	6·66	8·26	0·96	1·11	0·55	0·61
...	...	0·05	0·05	0·54	0·48	...	...	7·37	8·37	1·37	1·27	...	...
...	...	0·06	0·05	0·07	0·07	0·01	0·01	12·01	11·99	1·96	1·89	1·33	1·60
Western Railway 5′ 6″ gauge.													
0·52	0·44	...	...	...	0·95	0·04	0·02	9·65	12·68	11·71	2·07	0·01	...
...	...	...	...	...	...	0·05	0·09	12·40	13·53	0·71	0·90	0·01	...
...	...	0·03	0·02	...	...	0·03	0·05	12·77	15·89	4·20	4·19	0·16	0·16
...	...	0·06	0·03	...	...	...	...	7·22	5·54	0·55	0·50	1·51	1·57
...	...	0·09	0·07	...	...	...	...	8·36	7·76	0·64	0·53	2·34	2·83
...	...	0·03	0·01	...	...	0·02	0·05	12·14	16·11	3·71	4·01	0·19	0·13
...	...	...	...	...	...	0·07	0·28	9·65	19·78	1·82	2·13	0·01	...
...	...	...	...	1·15	1·23	0·01	...	11·52	11·50	...	...	...	...

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial Number.	164*a*.		165*a*.		166*a*.	
		TABLE E—					
		PER TOTAL					
		Agent's Office-salaries and expenses.		Audit accounts and pay office.		Stores Department.	
		Annas.		Annas.		Annas.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5' 6" Gauge.							
Bengal-Nagpur		0·19	0·21	0·64	0·72	0·22	0·24
Bombay, Baroda and Central India.		0·21	0·23	0·88	0·93	0·38	0·43
Eastern Bengal		0·37	0·36	1·05	1·05	0·58	0·59
East Indian		0·14	0·15	0·41	0·44	0·17	0·16
Great Indian Peninsula		0·15	0·17	0·67	0·85	0·24	0·29
Madras and Southern Mahratta		0·24	0·25	0·76	0·87	0·26	0·27
Nizam's Guaranteed State.		0·35	0·35	1·41	1·40	0·29	0·30
North Western		0·15	0·19	0·55	0·69	0·26	0·39
Oudh and Rohilkhand		0·28	0·33	1·05	1·17	0·36	0·44
South Indian		0·21	0·22	0·77	0·83	0·26	0·26
3' 3¼" Gauge.							
Assam-Bengal		0·60	0·63	1·12	1·07	0·36	0·34
Bengal and North-Western		0·17	0·19	0·58	0·76	0·09	0·10
Bhavnagar State.		0·40	0·54	1·19	1·21	0·25	0·29
Bombay, Baroda and Central India		0·15	0·16	0·60	0·65	0·21	0·23
Burma		0·37	0·36	0·87	0·88	0·25	0·25
Eastern Bengal		...	... Included with the 5' 6" gauge—				
Gondal-Porbandar State		0·33	0·32	0·76	0·86	0·20	0·17
Hyderabad-Godavari Valley		0·36	0·32	1·42	1·31	0·32	0·30
Jamnagar.		1·06	1·12	1·57	2·01	0·32	0·35
Jodhpur-Bikaner		0·18	0·20	0·61	0·80	0·16	0·23
Junagad State		0·86	0·94	1·11	1·33	0·42	0·46
Madras and Southern Mahratta		0·16	0·16	0·45	0·49	0·17	0·17
Nilgiri		0·30	0·31	1·20	1·23	0·37	0·37
Rohilkund and Kumaon		0·26	0·32	0 96	1·13	0·14	0·16
Secunderabad Gadwal		0·48	0·90	1·94	1·83	0·46	0·53
Shoranur-Cochin		...	...	Included with the South			
South Indian		0·16	0·19	0·66	0·76	0·23	0·25
Udaipur-Chitorgarh		1·10	0·87	1·31	1·04	0·13	0·09
2' 6" Gauge.							
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		0·09	0·09	0·36	0·36	0·10	0·10
Jacobabad-Kashmor		...	Included with the North Western				
Kalka-Simla		0·67	0·65	0·04	0·08	0·31	0·01
Kohat-Thal and Nowshera-Durgai		0·02	0·03	0·09	0·13	0·04	0·07
Morappur-Hosur		0·05	0·05	0·31	0·24	0·06	0·06
Purulia-Ranchi		0·12	0·13	0·46	0·51	0·13	0·16
Raipur-Dhamtari		0·10	0·12	0·54	0·55	0·12	0·14
Tirupattur-Krishnagiri		0·07	0·04	0·39	0·24	0·08	0·05
Trans-Indus (Kalabagh-Bannu)		0·08	0·05	0·13	0·20	0·06	0·11
2' 0" Gauge.							
Pipar-Bilara Light		...	...	0·23	0·23	...	...

DIX 13—*continued.*

during each half of the financial year 1918-19.

prepare these statistics.]

167 *a.*	168 *a.*	168-A *a.*	169 *a.*	170 *a.*	171 *a.*	171 *a.*2

GENERAL CHARGES—*contd.*

TRAIN-MILE—*contd.*

Medical Department.		Rents and miscellaneous.		Electricity and repairs and renewals of electric plant.		Police.		Advertising.		Electric telegraph.		Other charges (net).	
Annas.		Annas.		Annas.		Annas.		Annas.		Annas.		Annas.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
0·23	0·24	0·28	0·32	...	...	0·18	0·38	0·02	0·03	0·96	1·21	0·02	0·02
0·18	0·18	0·23	0·24	...	...	0·54	0·53	0·01	...	0·75	0·78	0·01	0·01
0·33	0·43	0·81	0·89	...	...	0·21	0·23	0·04	0·03	0·87	1·10	0·23	0·65
0·16	0·17	0·26	0·32	...	...	0·28	0·32	0·02	0·02	0·75	0·74	0·02	0·02
0·12	0·15	0·25	0·24	...	...	0·23	0·29	...	...	0·86	1·06	0 21	0·29
0·17	0·18	0·29	0·28	...	...	0·47	0·30	0·01	0·01	0·79	0·75	0·04	0·04
0·30	0·32	0·45	0·51	...	...	0·61	0·71	0·01	0·01	0·86	0·92	...	...
0·15	0·20	0·45	0·21	...	...	0·21	0·33	0·01	0·02	0·88	1·28	0·18	0·35
0·16	0·19	0·28	0·34	...	...	0·16	0·25	0·01	0·01	0·91	1·06	0·22	0·36
0·15	0·17	0·21	0·25	...	...	0·55	0·60	0·01	0·02	0·78	0·90	0·01	0·01
0·53	0·43	0·30	0·37	...	...	0·42	0·68	0·01	...	0·94	0·92	0·79	1·04
0·11	0·11	0·12	0·14	...	...	0·20	0·20	...	...	0·62	0·62	0·02	0·02
0·22	0·25	0·57	0·64	...	...	0·77	0·75	0·01	0·02	0·90	0·92	0·02	0·01
0·20	0·21	0·15	0·16	...	...	0·41	0·32	0·01	...	0·72	8·32	...	...
0·42	0·42	0·29	0·30	...	...	0·45	0·58	0·01	0·02	0·87	0·89	0·01	0·01
Included	with	the 5' 6"	gauge.	...	...	...	...	...	...	...	...	...	...
0·13	0·16	0·44	0·65	...	...	0·54	0·60	0.01	0·02	0·76	0·77	0·02	0·0
0·34	0·32	0·46	0·47	...	...	0·74	0·82	0·01	0·01	1·13	0·84	0·01	0·91
0·04	0·05	0·54	0·57	...	...	0·58	0·61	0 05	...	0·44	0·56	0·06	0·54
0·08	0·16	0·17	0·24	...	...	0·14	0·21	...	...	0·67	0·88	0·52	0·76
0·12	0·14	0·55	0·55	...	...	1·27	0·12	0·01	0·02	0·70	0·74	0·02	0·02
0·13	0·15	0·18	0·17	...	...	0·40	0·43	0·01	0·01	0·82	0·34	0·01	0·01
0·51	0·63	0·43	0·52	...	...	1·01	0·99	0·02	0·02	1·23	1·60	0·03	0·03
0·15	0·16	0·33	0·33	...	...	0·30	0·34	0·01	0·01	0·60	0·60	0·02	0·01
0·33	0·40	0·59	0·74	...	...	1·84	2·46	0·01	0·01	1·52	2·01	0·01	0·01
Indian	Railwa	y, 3' 3½"	gauge.	...	...	...	...	...	...	...	...	...	...
0·14	0·15	0·15	0·20	...	...	0·45	0·48	0·01	0·02	0·74	0·90	0·03	0·03
0·22	0·17	0·15	0·15	...	...	...	...	...	...	0·81	0·61	0·03	0·06
0·11	0·25	0·03	0·03	...	...	0·17	0·41	...	...	1·04	1·07	...	...
Railway	3' 6" ga	uge.		...	...	...	...	...	...	...	...	...	...
0·24	0·32	0·19	0·30	...	...	0·47	0·45	...	...	0·46	0·54	—0·02	...
0·10	0·19	0·06	0·24	...	...	0·38	0·48	...	...	0·28	0·29	0·04	0·06
0·14	0·20	0·04	0·05	...	...	0·25	0·36	...	...	0·52	1·28	...	0·03
0·14	0·30	0·03	0·03	...	...	0·06	0·06	...	...	0·78	0·93	...	...
0·13	0·14	0·02	0·01	...	...	0·06	0·07	...	...	0·60	0·66	...	...
0·14	0·20	0·06	0·04	...	...	0·41	0·78	...	...	0·55	0·94	...	0·01
0·26	0·27	0·15	0·33	...	...	0·83	1·01	...	...	0·42	0·41	0·04	0·10
0·05	0·05	...	...	...	...	...	...	...	...	...	...	...	...

APPEN

Analysis of working of each railway system

[Note—Railways not shown do not

Railway system.	Seral number.	178*a*.	163*b*.	164*b*.
		TABLE E.—		
		PER TOTAL TRAIN-MILE—*concld.*	PER CENT ON—	
		Total General charges.	Home expenditure.	Agent's office—salaries and expenses.
		Annas.	Per cent.	Per cent.
		1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.
5′ 6″ GAUGE.				
Bengal-Nagpur		3·17 / 3·90	0·49 / 0·54	0·22 / 0·21
Bombay, Baroda and Central India		3·57 / 3·74	0·31 / 0·35	0·17 / 0·20
Eastern Bengal		4·50 / 5·33	0·01 / ...	0·46 / 0·39
East Indian		2·48 / 2·65	0·31 / 0·36	0·16 / 0·17
Great Indian Peninsula		2·99 / 3·66	0·31 / 0·33	0·17 / 0·18
Madras and Southern Mahratta		3·49 / 3·50	0·43 / 0·54	0·23 / 0·24
Nizam's Guaranteed State		4·84 / 5·19	0·56 / 0·70	0·35 / 0·36
North Western		2·80 / 3·66	0·01 / ...	0·15 / 0·19
Oudh and Rohilkhand		3·45 / 4·18	0·02 / 0·03	0·26 / 0·30
South Indian		3·47 / 3·98	0·57 / 0·75	0·21 / 0·23
3′ 3⅜″ GAUGE.				
Assam-Bengal		6·19 / 6·49	1·93 / 1·45	1·04 / 0·90
Bengal and North-Western		2·43 / 2·61	0·78 / 0·69	0·25 / 0·27
Bhavnagar State		4·47 / 4·78	0·15 / 0·18	0·42 / 0·65
Bombay, Baroda and Central India		2·88 / 3·02	0·52 / 0·58	0·17 / 0·20
Burma		4·27 / 4·42	0·96 / 0·83	0·48 / 0·42
Eastern Bengal		Included with 5′ 6″ gauge.		... / ...
Gondal-Porbandar State		3·19 / 3·57	... / ...	0·44 / 0·45
Hyderabad-Godavari Valley		5·44 / 5·03	0·93 / 0·76	0·50 / 0·40
Jamnagar		4·66 / 5·61	... / ...	1·04 / 1·28
Jodhpur-Bikaner		2·58 / 3·48	... / ...	0·26 / 0·28
Junagad State		5·06 / 4·32	... / ...	1·23 / 1·20
Madras and Southern Mahratta		2·79 / 2·94	0·75 / 0·91	0·25 / 0·28
Nilgiri		5·95 / 6·70	0·57 / 0·77	0·21 / 0·23
Rohilkund and Kumaon		3·56 / 3·91	0·99 / 1·10	0·33 / 0·41
Secunderabad-Gadwal		7·31 / 9·98	0·27 / 2·88	1·00 / 2·47
Shoranur-Cochin		... / ...	... / ...	Included with the
South Indian		3·12 / 3·59	0·69 / 0·78	0·23 / 0·24
Udaipur-Chitorgarh		3·80 / 2·99	... / ...	1·29 / 1·29
2′ 6″ GAUGE.				
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		3·23 / 3·91	3·53 / 3·81	0·24 / 0·21
Jacobabad-Kashmor		... / Included with the North Western		
Kalka-Simla		2·36 / 2·35	... / ...	0·61 / 0·70
Kohat-Thal and Nowshera-Durgai		1·01 / 1·49	0·01 / ...	0·08 / 0·11
Morappur-Hosur		1·53 / 2·43	0·57 / 0·75	0·20 / 0·23
Purulia-Ranchi		3·23 / 3·69	2·97 / 2·44	0·23 / 0·21
Raipur-Dhamtari		3·91 / 4·52	4·71 / 5·20	0·22 / 0·22
Tirupattur-Krishnagiri		1·89 / 2·43	0·59 / 0·73	0·21 / 0·22
Trans Indus (Kalabagh-Bannu)		1·92 / 2·48	0·01 / ...	0·09 / 0·14
2′ 0″ GAUGE.				
Pipar-Bilara Light		0·28 / 0·28	... / ...	... / ...

DIX 13—*continued.*

during each half of the financial year 1918-19.

prepare these statistics.]

165*b*.	166*b*.	167*b*.	168*b*.	168-A*b*.	169*b*.	170*b*.

GENERAL CHARGES—*contd.*

TOTAL EARNINGS.

Audit, accounts and pay office. Per cent.		Stores Department. Per cent.		Medical Department. Per cent.		Rents and miscellaneous. Per cent.		Electricity and repairs and renewals of electric plant. Per cent.		Police. Per cent.		Advertising. Per cent.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
0·73	0·74	0·24	0·25	0·26	0·24	0·32	0·32	...	...	0·21	0·39	0·03	0·03
0·78	0·79	0·32	0·37	0·15	0·16	0·19	0·20	...	...	0·44	0·46	0·01	...
1·30	1·14	0·72	0·64	0·41	0·47	0·99	0·97	...	...	0·26	0·26	0·05	0·03
0·48	0·51	0·20	0·19	0·19	0·20	0·31	0·38	...	...	0·33	0·38	0·02	0·02
0·79	0·88	0·28	0·30	0·15	0·16	0·30	0·25	...	...	0·27	0·30	...	...
0·71	0·85	0·24	0·26	0·15	0·17	0·27	0·27	...	...	0·44	0·30	0·01	0·01
1·40	1·46	0·29	0·32	0·30	0·33	0·45	0·53	...	...	0·61	0·74	0·01	0·01
0·54	0·69	0·25	0·40	0·14	0·20	0·45	0·21	...	...	0·21	0·32	...	0·02
0·98	1·07	0·34	0·40	0·15	0·17	0·26	0·30	...	...	0·15	0·23	0·01	0·01
0·77	0·85	0·26	0·27	0·15	0·17	0·20	0·25	...	...	0·55	0·62	0·01	0·02
1·94	1·54	0·62	0·49	0·92	0·61	0·52	0·53	...	...	0·74	0·98	0·02	...
0·87	1·10	0·13	0·14	0·16	0·16	0·19	0·21	...	...	0·30	0·28	...	...
1·26	1·46	0·26	0·34	0·24	0·30	0·60	0·77	...	...	0·81	0·89	0·01	0·02
0·78	0·79	0·26	0·28	0·24	0·26	0·18	0·21	...	...	0·49	0·39	0·01	...
1·15	1·02	0·33	0·29	0·56	0·49	0·37	0·34	...	...	0·60	0·66	0·02	0·02
Included with 5′ 6″ gauge.				...	...	...	...	...	...	...	...	...	...
1·01	1·22	0·26	0·24	0·18	0·22	0·59	0·92	...	...	0·72	0·85	0·01	0·03
2·01	1·60	0·45	0·37	0·48	0·39	0·65	0·57	...	...	1·04	1·00	0·01	0·02
1·54	2·28	0·32	0·40	0·04	0·05	0·58	0·65	...	...	0·57	0·70	0·05	...
0·89	1·14	0·23	0·33	0·12	0·24	0·24	0·34	...	...	0·20	0·30	...	0·01
1·58	1·70	0·60	0·59	0·17	0·18	0·78	0·70	...	...	1·33	0·15	0·01	0·03
0·74	0·86	0·27	0·29	0·22	0·26	0·28	0·31	...	...	0·65	0·75	0·01	0·01
0·82	0·94	0·25	0·28	0·35	0·49	0·29	0·40	...	...	0·69	0·76	0·01	0·02
1·20	1·42	0·18	0·21	0·19	0·21	0·41	0·43	...	...	0·38	0·44	0·02	0·01
3·99	5·04	0·94	1·46	0·69	1·10	1·22	2·05	...	...	3·79	6·78	0 01	0·03
South Indian Railway 3′ 3½″ gauge.				...	...	...	...	...	...	...	...	...	...
0·81	0·96	0·28	0·32	0·18	0·20	0·19	0·25	...	...	0·55	0·61	0·01	0·02
1·54	1·53	0·15	0·14	0·26	0·25	0·18	0·22	...	...	...	...	...	...
0·96	0·86	0·25	0·25	0·29	0·60	0·09	0·07	...	...	0·44	0·99	...	...
Railway, 5′ 6″ gauge.				...	...	...	...	...	...	...	...	...	...
0·03	0·08	0·28	0·01	0·22	0·34	0·18	0·33	...	...	0·43	0·48	...	...
0·29	0·39	0·13	0·22	0·31	0·59	0·20	0·77	...	...	1·25	1·53	...	0·01
1·25	1·14	0·25	0·28	0·56	0·35	0·17	0·23	...	...	1·01	1·68	0·02	0·02
0·91	0·78	0·25	0·25	0·27	0·46	0·07	0·05	...	...	0·11	0·09	...	...
1·09	1·02	0·24	0·25	0·25	0·26	0·05	0·02	...	...	0·12	0·13	...	...
1·24	1·30	0·25	0·27	0·43	1·07	0·18	0·24	...	...	1·29	4·24	0·02	0·02
0·35	0·51	0·16	0·29	0·71	0·70	0·41	0·85	...	...	2·27	2·62	...	0·01
0·84	0·90	...	...	0·19	0·20	...	...	...	...	...	...	...	...

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	171 *b*.		172 *b*.		173 *b*.	
		TABLE E.—GENERAL CHARGES—*concld.*					
		PER CENT ON TOTAL EARNINGS—*concld.*					
		Electric telegraph.		Other charges (net).		Total General charges.	
		Per cent.		Per cent.		Per cent.	
		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
5′ 6″ GAUGE.							
Bengal-Nagpur		1·08	1·23	0·02	0·02	3·60	3·97
Bombay, Baroda and Central India		0·62	0·67	0·01	0·01	2·95	3·21
Eastern Bengal		1·08	1·19	0·30	0·71	5·58	5·80
East Indian		0·87	0·87	0·02	0·03	2·89	3·11
Great Indian Peninsula		1·02	1·10	0·24	0·30	3·53	3·80
Madras and Southern Mahratta		0·73	0·74	0·03	0·04	3·24	3·42
Nizam's Guaranteed State		0·86	0·96	...	...	4·83	5·41
North Western		0·81	1·30	0·18	0·35	2·74	3·68
Oudh and Rohilkhand		0·85	0·97	0·21	0·33	3·23	3·81
South Indian		0·74	0·92	0·01	0·01	3·47	4·09
3′ 3¾″ GAUGE.							
Assam-Bengal		1·63	1·32	1·36	1·48	10·72	9·30
Bengal and North-Western		0·93	0·89	0·02	0·02	3·63	3·76
Bhavnagar State		0·95	1·10	0·03	0·02	4·73	5·73
Bombay, Baroda and Central India		0·89	1·01	...	...	3·49	3·72
Burma		1·15	1·02	0·02	0·02	5·64	5·11
Eastern Bengal		...	...	Included with 5′ 6″ gauge.			
Gondal-Porbandar State		1·01	1·09	0·02	0·03	4·24	5·05
Hyderabad-Godavari Valley		1·60	1·02	...	0·01	7·67	6·14
Jamnagar		0·44	0·65	0·05	0·39	4·58	6·40
Jodhpur-Bikaner		0·98	1·26	0·74	1·11	3·66	5·01
Junagad State		1·01	0·95	0·03	0·03	7·24	5·53
Madras and Southern Mahratta		1·33	1·47	0·02	0·02	4·52	5·16
Nilgiri		0·84	1·23	0·03	0·02	4·06	5·14
Rohilkund and Kumaon		0·75	0·79	0·02	0·01	4·47	5·03
Secunderabad-Gadwal		3·12	5·56	0·01	0·03	15·04	27·40
Shoranur-Cochin		...	...	Included with the South Indian			
South Indian		0·90	1·14	0·04	0·04	3·88	4·56
Udaipur-Chitorgarh		0·95	0·91	0·09	0·09	4·46	4·43
2′ 6″ GAUGE.							
Gondia-Chanda, Jubbulpore-Gondia, and Nagpur-Chhindwara Extensions		2·75	2·54	...	...	8·55	9·33
Jacobabad-Kashmor		...	Included with the North Western				
Kalka-Simla		0·42	0·58	0·02	...	2·15	2·52
Kohat Thal and Nowshera-Durgai		0·93	0·95	0·09	0·20	3·29	4·77
Morappur-Hosur		2·05	6·07	0·02	0·13	6·10	11·48
Purulia-Ranchi		1·54	1·44	...	...	6·35	5·72
Raipur-Dhamtari		1·21	1·21	...	...	7·89	8·31
Tirapattur-Krishnagiri		1·74	5·11	0·02	0·02	5·97	13·22
Trans Indus (Kalabagh-Bannu)		1·16	1·07	0·12	0·26	5·28	6·45
2′ 0″ GAUGE.							
Pipar-Bilara Light		...	...	...	...	1·03	1·10

DIX 13—*continued.*

during each half of the financial year 1918-19.

prepare these statistics.]

174	175	176	177	178	179	180

TABLE G.—SPECIAL AND MISCELLANEOUS EXPENSES.

PER CENT ON GROSS EARNINGS.												FROM APPENDIX I OF THE ANALYSIS OF WORKING OF EACH RAILWAY.	
Law charges.		Compensation.		Rates and taxes.		Payments to other lines.		Other charges (net).		Total special and miscellaneous expenses.		Average number of locomotives on the line.	
Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		No.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
0·02	0·06	0·22	0·27	0·13	0·13	0·95	4·60	2·29	2·52	3·61	7·58	510	511
...	0·02	0·46	0·85	0·35	0·24	0·59	2·07	1·42	1·62	2·82	4·90	361	362
0·01	0·01	0·25	0·43	0·43	0·50	...	...	2·44	2·07	3·18	3·01	274	275
0·02	0·03	0·50	0·65	0·17	0·18	1.19	0·20	1·35	1·46	2·23	2·52	1,251	1,243
0·01	0·01	0·42	0·59	0·26	0·21	2·13	2·52	2·05	1·94	4·87	5·27	1,233	1,234
—0·11	0·01	0·28	0·39	0·17	0·27	1·69	2·45	2·31	3·86	4·34	6·98	272	272
...	0·01	0·06	0·12	0·01	0·01	0·42	0·49	1·69	27·33	2·18	27·96	79	79
...	0·01	0·82	1·66	0·03	0·05	3·14	0·19	1·04	1·75	5·03	3·66	1,446	1,447
...	0·01	0·46	0·59	...	0·05	1·97	0·41	1·43	1·48	3·86	2·54	280	280
...	...	0·66	0·59	0·09	0·09	0·31	0·27	1·63	1·75	2·69	2·70	128	126
0·11	0·09	0·12	0·12	0·22	0·15	1·40	2·52	4·00	3·25	5·85	6·13	128	136
0·02	0·01	0·22	0·31	0·04	0·05	0·37	0·29	0·60	0·93	1·25	1·59	302	311
0·02	0·01	0·34	0·20	...	...	3·58	4·35	0·90	1·00	4·84	5·56	20	21
0·01	0·02	0·42	0·37	0·09	0·01	0·44	0·46	1·06	1·33	2·02	2·69	498	503
0·01	0·01	0·05	0·08	0·59	0·54	0·28	0·19	2·10	1·85	2·98	2·67	308	308
Include	d with	5′ 6″	gauge	...	...	...	...	...	...	...	...	210	213
0·01	—0·32	0·15	0·39	...	...	2·78	2·27	1·19	0·62	4·08	3·96	18	18
0·01	0·01	0·21	0·05	0·01	0·01	0·18	0·12	1·46	1·80	1·87	1·99	58	58
...	...	0·06	0·15	...	...	0·75	2·80	0·72	1·01	1·53	3·96	3	3
...	...	0·24	0·60	...	...	4·08	2·51	0·61	0·55	4·93	3·66	105	105
...	...	0·06	0·07	...	...	1·78	0·61	0·91	1·11	2·75	1·79	13	13
...	0·01	0·30	0·48	0·06	0·10	—0·09	...	2·97	4·76	3·24	5·35	323	323
...	...	0·01	0·05	0·55	0·70	...	...	3·11	1·86	3·67	2·61	15	15
0·05	0·02	0·07	0·29	0·01	0·01	0·02	0·03	2·24	3·30	2·39	3·65	56	59
0·02	0·03	0·05	0·22	0·03	0·09	8·62	14·35	1·65	3·40	10·37	18·09	5	5
Railway	3′ 3½″	gauge	...	...	...	...	...	...	...	...	...	10	10
...	0·01	0·15	0·15	0·31	0·35	0·20	0·20	1·81	2·15	2·47	2·86	265	264
...	...	...	0·01	...	...	0·75	0·90	0·85	1·48	1·60	2·39	4	4
...	...	0·29	0·25	0·03	0·01	0·27	0·17	1·17	1·07	1·76	1·50	78	78
Railway	5′ 6″ ga	uge	...	...	...	...	...	...	...	...	...	5	4
...	...	0·63	0·86	0·57	0·14	...	0·29	0·37	0·44	1·57	1·73	22	22
...	...	0·46	0·61	...	...	...	...	0·73	1·25	1·19	1·86	22	22
...	...	...	0·04	0·13	0·06	...	...	1·25	1·50	1·38	1·60	6	6
...	...	0·14	0·09	...	...	...	...	0·70	0·58	0·84	0·67	15	15
...	...	0·22	0·24	...	...	...	...	0·73	0·86	0·95	1·10	5	5
...	...	...	...	0·05	0·26	...	...	1·84	1·65	1·89	1·91	2	2
...	...	0·56	0·51	...	...	...	...	0·71	1·14	1·27	1·65	22	25
...	...	0·19	—0·20	...	...	0·13	0·14	0·26	0·31	0·58	0·25		1

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

ailway system.

Serial number	181	182	183
	FROM APPENDIX 1		
	Average miles run per locomotive *per diem*.	ACTUAL WEIGHT OF FUEL (IN PER	
		Coaching.	Goods.
	Miles.	lbs.	lbs.
	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.
5′ 6″ GAUGE.			
Bengal-Nagpur	70·80 / 68·18	69·13 / 76·72	81·20 / 82·81
Bombay, Baroda and Central India	68·45 / 71·05	73·59 / 72·57	89·41 / 85·47
Eastern Bengal	58·03 / 57·88	65·09 / 66·42	80·34 / 80·69
East Indian	78·72 / 80·78	... / ...	*65·50 / *67·44
Great Indian Peninsula	61·86 / 56·98	74·90 / 78·60	110·40 / 114·25
Madras and Southern Mahratta	64·56 / 61·63	... / ...	*83·39 / *81·52
Nizam's Guaranteed State	56·17 / 55·97	60·92 / 63·98	85·39 / 84·10
North Western	56·27 / 48·44	... / ...	*72·22 / *76·94
Oudh and Rohilkhand	61·08 / 56·04	... / ...	*74·95 / *77·80
South Indian	47·36 / 46·50	52·28 / 49·50	79·62 / 82·80
3′ 3¾″ GAUGE.			
Assam-Bengal	60·03 / 63·31	... / ...	*44·94 / *45·42
Bengal and North-Western	66·64 / 66·33	... / ...	*44·48 / *46·05
Bhavnagar State	85·46 / 80·91	... / ...	*39·50 / *40·64
Bombay, Baroda and Central India	58·08 / 56·31	... / ...	*47·06 / *51·49
Burma	63·24 / 65·44	50·60 / 51·67	57·11, / 60·19
Eastern Bengal	60·08 / 60·78	43·50 / 41·68	56·68 / 60·91
Gondal-Porbandar State	94·27 / 90·69	... / ...	*50·82 / *54·80
Hyderabad-Godavari Valley*	56·96 / 64·42	54·31 / 64·17	74·51 / 84·02
Jamnagar	92·60 / 90·10	... / ...	*53·23 / *54·79
Jodhpur-Bikaner	78·93 / 66·30	... / ...	... / *49·36
Junagad State	57·27 / 55·15	... / ...	*36·75 / *40·28
Madras and Southern Mahratta	67·49 / 64·20	... / ...	*56·81 / *56·81
Nilgiri	24·06 / 21·05	142·59 / 108·82	161·59 / 162·51
Rohilkund and Kumaon	72·78 / 68·95	... / ...	*45·78 / *46·35
Secunderabad-Gadwal	81·95 / 81·19	83·64 / 79·18	79·91 / ...
Shoranur-Cochin	74·96 / 70·16	... / ...	*49·84 / *65·57
South Indian	62·23 / 59·83	40·53 / 43·67	43·84 / 52·00
Udaipur-Chitorgarh	45·29 / 81·43	... / ...	... / ...
2′ 6″ GAUGE.			
Gondia-Chanda, Jubbulpore-Gondia, and Nagpur-Chhindwara Extensions	48·97 / 48·41	... / ...	*69·54 / *66·96
Jacobadad-Kashmor	32·89 / 40·64	... / ...	*27·74 / *27·74
Kalka-Simla	47·51 / 55·44	... / ...	*54·70 / *48·45
Kohat Thal and Nowshera-Durgai	36·00 / 38·77	... / ...	*31·90 / *36·97
Morappur-Hosur	57·23 / 58·45	... / ...	*27·81 / *23·72
Purulia-Ranchi	43·93 / 52·12	... / ...	*54·05 / *59·11
Raipur-Dhamtari	43·17 / 39·75	... / ...	*50·82 / *64·03
Tirupattur-Krishnagiri	55·09 / 52·00	... / ...	*23·94 / ...
Trans-Indus (Kalabagh-Bannu)	42·52 / 41·79	... / ...	*66·82 / *72·19
2′ 0″ GAUGE.			
Pipar-Bilara Light	25·00 / 50·62	... / ...	... / *28·60

* These railways show totals only.

DIX 13—*continued.*

during each half of the financial year 1918-19.

prepare these statistics.]

184	185	186	187	188	189	190

OF THE ANALYSIS OF WORKING OF EACH RAILWAY—*concld.*

TERMS OF COAL) ENGINE MILE.		AVERAGE GROSS WEIGHT OF TRAINS—						AVERAGE THROUGH SPEED OF TRAINS—					
Mixed.		Coaching.		Goods.		Mixed.		Coaching.		Goods.		Mixed.	
lbs.		Tons.		Tons.		Tons.		Miles per hour.		Miles per hour.		Miles per hour.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
...	...	240·01	279·03	612·33	571·31	311·93	311·24	27·00	27·00	10·00	10·00	17·00	17·00
76·59	72·71	289·33	974·99	673·65	574·56	296·09	276·92	31·50	21·49	14·42	14·72	8·07	8·07
77·30	79·64	265·07	265·48	730·92	703·18	159·30	153·77	18·44	18·37	11·65	11·82	11·61	11·74
...	...	315·78	319·25	680·69	672·23	311·70	325·37	26·20	22·70	16·30	13·50	19·20	18·50
85·53	87·57	267·46	277·49	461·50	496·64	...	...	22·15	20·86	10·01	10·26	14·36	15·31
...	...	298·98	312·34	581·98	578·76	335·34	248·29	19·00	19·00	9·33	9·33	12·25	12·25
...	...	192·20	195·80	477·18	465·08	...	...	21·55	21·63	10·08	10·04	...	...
...	...	321·87	392·76	552·49	425·62	430·23	390·27	21·40	20·52	9·55	9·50	13·98	14·96
...	...	484·30	420·08	560·49	505·71	365·08	414·36	32·35	32·35	9·52	9·07	18·05	16·27
68·40	69·19	146·38	149·67	453·88	244·76	229·53	201·33	21·03	21·03	10·80	10·80	11·50	11·50
...	...	128·01	119·32	205·68	199·58	188·12	217·43	...	...	...	...	12·33	12·77
...	...	212·06	220·32	332·97	331·57	232·20	204·20	17·80	15·12	9·50	10·80	12·20	12·50
...	...	90·59	92·87	316·08	283·61	154·38	134·50	18·31	18·34	10·68	10·68	13·32	13·30
...	...	174·86	173·84	309·05	307·23	191·29	184·76	17·87	17·87	9·42	9·15	13·32	13·60
44·93	46·88	192·49	201·86	296·74	312·50	235·31	258·00	16·90	16·90	10·40	10·40	13·47	13·47
47·15	46·36	170·74	170·14	385·98	371·39	188·60	194·15	15·90	15·73	9·97	9·93	12·51	12·16
...	...	87·23	90·62	210·88	200·37	132·39	132·03	17·79	17·79	9·62	9·62	13·67	13·73
...	...	145·49	141·76	278·30	298·41	...	...	18·23	18·99	9·90	10·20	...	...
...	...	31·74	37·36	210·65	176·08	169·88	148·64	19·37	19·37	14·87	11·81	16·02	16·02
...	...	285·68	238·49	160·33	136·41	134·85	135·03	19·11	19·25	9·34	9·35	12·89	12·80
...	...	91·89	97·36	157·70	167·18	157·56	158·47	17·47	17·75	11·65	10·32	12·20	11·47
...	...	170·79	170·87	225·88	200·14	211·13	213·63	16·87	16·87	8·73	8·73	11·63	11·63
140·28	126·54	57·34	52·74	52·88	54·98	53·62	47·92	6·11	6·11	5·90	5·90	6·11	6·11
...	...	...	...	...	...	...	...	14·41	...	8·29	8·29	11·39	12·02
67·88	63·64	52·15	55·99	129·46	125·38	154·49	126·71	14·48	14·48	9·01	9·03	10·39	12·18
43·63	50·79	...	...	195·87	200·41	125·04	124·65	...	...	10·00	10·00	16·98	16·98
47·27	49·19	173·31	166·58	272·41	259·61	160·39	157·65	18·00	18·00	9·50	9·50	10·00	10·00
53·96	50·19	...	...	...	...	159·02	144·67	...	...	...	...	15·00	15·00
...	...	112·66	127·30	168·58	159·38	148·68	160·27	15·00	15·00	10·00	10·00	11·00	11·00
...	...	170·61	...	...	...	96·13	84·39	...	...	8·28	8·28	11·03	11·03
...	...	64·53	75·55	33·56	36·86	92·13	71·77	10·85	10·85	7·46	7·46	...	...
...	...	84·80	40·14	43·69	41·59	63·38	65·35	...	...	8·51	8·51	12·28	12·28
49·27	53·00	...	...	...	...	64·86	71·77	...	...	...	...	12·88	12·88
...	...	118·27	164·29	118·85	135·90	161·25	155·31	18·00	18·00	10·00	10·00	11·00	11·00
...	...	...	129·89	87·22	100·03	91·85	112·51	...	...	...	...	11·09	11·00
...	53·14	...		...	...	67·51	70·93	...	...	...	...	11·86	11·86
...	...	50·45	115·90	37·87	58·21	124·88	135·89	...	...	8·20	8·20	12·36	12·36
...	...	...	...	...	14·11	15·45	16·55	...	...	...	...	10·17	11·17

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway syste	Serial number.	191		192	
		FROM APPENDIX II OF THE ANALYSIS OF WORKING OF EACH RAILWAY.			
		AVERAGE MILEAGE *per diem* OF—			
		Coaching vehicles, including brakes. Miles.		Goods vehicles, including brakes. Miles.	
		1st half.	2nd half.	1st half.	2nd half.
5′ 6″ GAUGE.					
Bengal-Nagpur		139,230	131,898	669,977	543,899
Bombay, Baroda and Central India		179,438	181,299	415,405	414,649
Eastern Bengal		107,315	113,040	179,118	171,890
East Indian		399,284	405,041	2,105,002	2,024,588
Great Indian Peninsula		410,356	397,492	1,039,435	992,814
Madras and Southern Mahratta		111,193	112,527	269,677	251,526
Nizam's Guaranteed State		19,699	19,019	53,999	52,604
North Western		470,344	485,263	1,222,471	835,903
Oudh and Rohilkhand		91,304	100,019	258,566	234,794
South Indian		36,800	36,298	52,619	48,074
3′ 3½″ GAUGE.					
Assam-Bengal		56,222	64,850	64,962	75,103
Bengal and North-Western		205,426	216,212	318,388	317,815
Bhavnagar State		14,127	14,849	20,461	18,259
Bombay, Baroda and Central India		215,923	214,052	518,981	514,929
Burma		145,263	148,118	308,013	319,629
Eastern Bengal		106,817	105,696	126,576	120,485
Gondal-Porbandar State		13,346	13,771	15,797	14,843
Hyderabad-Godavari Valley		25,859	27,087	29,613	35,035
Jamnagar		2,689	2,712	2,048	1,699
Jodhpur-Bikaner		50,957	51,440	177,211	107,487
Junagad State		5,890	6,070	6,318	6,061
Madras and Southern Mahratta		150,333	149,077	268,314	227,574
Nilgiri		1,212	1,123	853	667
Rohilkund and Kuma		32,654	30,164	49,715	53,897
Secunderabad-Gadwal		3,594	3,482	3,452	2,846
Shoranur-Cochin		5,527	5,632	6,841	6,109
South Indian		144,242	144,212	202,989	183,063
Udaipur-Chitorgarh		2,497	3,399	1,117	1,257
2′ 6″ GAUGE.					
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		35,313	36,784	43,205	36,825
Jacobabad-Kashmor		2,436	2,164	888	794
Kalka-Simla		4,020	4,901	2,599	3,043
Kohat-Thal and Nowshera-Durgai		6,368	6,415	2,646	2,914
Morappur-Hosur		3,697	3,600	1,466	2,470
Purulia-Ranchi		8,528	9,764	3,745	4,317
Raipur-Dhamtari		1,140	1,168	1,807	1,969
Tirupattur-Krishnagiri		1,157	1,174	482	461
Trans-Indus (Kalabagh-Bannu)		5,800	6,371	4,541	5,396
2′ 0″ GAUGE.					
Pipar-Bilara Light		398	378	107	135

DIX 13—*concluded.*

during each half of the financial year 1918-19.

prepare these statistics.]

193	194	195	196

FROM APPENDIX V OF THE ANALYSIS OF WORKING OF EACH RAILWAY.

AVERAGE AGE OF SLEEPERS—				PERCENTAGE OF REMOVALS.			
Wood.		Iron.		Wood.		Iron.	
Years.		Years.		Per cent.		Per cent.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
11·85	11·48	17·14	17·52	1·72	5·96	0·23	0·90
10·50	10·60	12·30	12·70	2·30	3·80	0·30	0·70
9·00	9·00	18·00	18·50	2·26	3·81	3·95	2·97
8·86	8·89	...	...	3·22	3·73	0·67	0·74
...	...	...	...	1·04	2·10	0·71	0·39
11·13	11·26	17·52	17·69	3·24	3·29	3·68	3·12
...	...	...	...	...	...	...	...
7·35	6·45	3·40	15·68	2·15	3·35	0·72	0·63
5·95	6·29	15·15	15·48	1·12	2·70	0·58	0·63
9·40	9·64	31·12	31·52	1·30	2·66	0·15	0·09
...	...	...	...	2·38	5·29	...	...
12·84	13·12	...	...	2·74	1·61	...	...
12·84	13·06	...	...	1·23	2·05	...	...
13·00	13·00	23·00	23·50	1·84	3·01	0·58	0·27
11·43	11·34	...	...	2·97	5·41	...	...
12·00	12·00	12·50	13·00	2·98	3·21	0·43	1·04
8·79	6·68	27·03	27·45	3·18	6·54	0·52	0·31
...	...	...	...	...	...	...	...
9·22	9·36	...	...	0·56	3·85	...	...
...	...	26·75	27·25	...	...	0·80	0·21
11·70	12·01	...	...	1·51	1·37	...	...
12·00	12·50	...	...	1·84	1·45	...	...
9·53	9·81	...	...	2·97	2·25	...	...
16·80	16·94	...	...	2·03	2·03	...	...
...	...	...	...	...	...	...	...
10·63	10·68	...	...	1·68	4·11	...	...
9·75	9·82	22·47	22·94	4·00	4·02	0·10	0·04
...	...	...	...	...	...	...	...
9·13	9·39	3·05	3·55	0·57	2·49	...	...
3·49	3·99	...	...	...	0·04	...	...
7·23	6·18	...	...	16·42	17·81	...	...
11·19	10·73	12·30	12·80	3·39	7·60	12·30	8·54
6·16	6·42	...	...	1·26	3·75	...	...
7·71	7·48	...	...	0·84	9·22	...	...
13·57	13·81	...	...	1·19	1·85	...	...
12·24	12·69	...	...	0·25	0·41	...	...
4·86	7·19	...	...	0·48	1·82	...	...
7·25	7·75	...	...	0·29	...	...	...

APPEN

Coal, wood and oil fuel consumed by locomotives on each railway system and price paid

NOTE.—The figures in this Appendix are amended ones in cases

Railways.	Sources of supply.	Year.	Description of fuel, with the actual quantity consumed by — Foreign coal. Actual quantity in tons.	Foreign coal. Average cost per ton. Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	Foreign coal. Average cost per ton. At pit's mouth.	Indian coal. Actual quantity in tons.	Indian coal. Average cost per ton. Including all freight both rail, and sea from the pit's mouth to the engine-shed where issued to locomotives.	Indian coal. Average cost per ton. At pit's mouth.	Actual quantity in tons.
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE.				Rs.	Rs.		Rs.	Rs.	
Bengal-Nagpur ...	Bihar and Orissa and the Central Provinces.	1914-15	...	...	...	372,135	6·49	3·52	...
		1915-16	...	...	...	387,136	6·48	3·41	...
		1916-17	...	...	...	408,553	6·18	3·26	...
		1917-18	...	...	...	439,582	6·33	3·30	...
		1918-19	...	...	...	461,363	6·10	3·30	...
Bombay, Baroda and Central India.	Bihar and Orissa and Hyderabad.	1914-15	39,874	18·70	*a*	217,142	15·23	3·94	4,700
		1915-16	963	16·54	*a*	252,548	14·49	4·06	4,665
		1916-17	...	...	...	271,762	14·28	3·77	4,879
		1917-18	...	...	...	304,581	14·00	3·78	3,806
		1918-19	...	...	...	328,997	15·22	5·26	3,999
Eastern Bengal ...	Bengal and Bihar and Orissa.	1914-15	...	...	...	193,066	6·61	3·45	...
		1915-16	...	...	...	197,061	6·45	3·37	...
		1916-17	...	...	...	192,408	6·19	3·18	...
		1917-18	...	...	...	170,578	5·99	2·92	...
		1918-19	...	...	...	177,252	6·78	4·03	...
East Indian ...	Bihar and Orissa ...	1914-15	...	...	...	871,949	4·83	2·58	...
		1915-16	...	...	...	879,492	4·62	2·43	...
		1916-17	...	...	...	955,719	4·21	2·07	...
		1917-18	...	...	...	980,926	4·74	2·33	...
		1918-19	...	...	...	1,077,264	4·75	2·47	...
Great Indian Peninsula.	Bihar and Orissa, Central India, Central Provinces and Hyderabad.	1914-15	12,866	22·53	*a*	854,269	12·87	*a*	1,841
		1915-16	34,797	20·37	*a*	934,520	11·51	*a*	1,606
		1916-17	4,952	22·19	*a*	1,092,041	12·17	4·71	1,456
		1917-18	...	...	...	1,140,720	12·44	4·21	664
		1918-19	...	...	...	1,159,930	13·02	4·71	710
Madras and Southern Mahratta.	Bihar and Orissa and Hyderabad.	1914-15	...	...	...	211,909	12·79	4·90	5,076
		1915-16	...	...	...	216,801	13·14	4·83	2,705
		1916-17	...	...	...	240,468	13·53	4·08	2,632
		1917-18	...	...	...	238,443	13·41	4·28	2,427
		1918-19	...	...	...	239,765	14·61	4·85	2,034
Nizam's Guaranteed State.	Hyderabad ...	1914-15	...	...	...	41,826	6·61	5·50	...
		1915-16	...	...	...	42,354	6·50	5·42	...
		1916-17	...	...	...	49,469	6·85	5·75	...
		1917-18	...	...	...	48,401	6·85	5·75	...
		1918-19	...	...	...	52,335	6·89	5·75	...
North Western ...	England, Baluchistan, Bihar and Orissa and the Punjab.	1914-15	30,116	21·62	3·71	727,252	15·63	4·54	7,535
		1915-16	122	28·43	*b* 13·88	759,036	14·29	4·23	7,696
		1916-17	7,795	28·29	*b* 13·88	771,249	14·01	3·88	7,632
		1917-18	3,595	28·31	*b* 13·88	851,857	14·33	3·67	8,806
		1918-19	964	28·02	b 13·88	875,566	14·61	4·32	7,965
Oudh and Rohilkhand	Bihar and Orissa ...	1914-15	...	...	...	202,715	9·55	3·39	...
		1915-16	...	...	...	195,029	9·40	3·29	...
		1916-17	...	...	...	199,997	9·13	3·09	...
		1917-18	...	...	...	207,501	9·23	2·97	...
		1918-19	...	...	...	203,874	9·97	3·33	...
South Indian ...	Bihar and Orissa and Hyderabad.	1914-15	2	30·36	*a*	65,213	17·41	4·00	2,548
		1915-16	...	...	...	68,264	17·29	4·10	2,596
		1916-17	...	...	...	69,327	18·99	3·63	2,122
		1917-18	...	...	...	57,460	19·16	3·36	30,037
		1918-19	...	...	...	56,103	19·42	3·99	37,939
3' 3¾" GAUGE.									
Assam Bengal ...	Assam and Bengal	1914-15	...	...	...	53,878	12·07	*a*	2,888
		1915-16	...	...	...	52,662	11·88	*a*	470
		1916-17	...	...	...	48,178	11·18	*a*	31
		1917-18	...	...	...	47,460	11·55	*a*	1,107
		1918-19	...	...	...	49,749	11·63	*a*	501

DIX 14.

per ton during the financial years 1914-15 to 1918-19.

where they differ from the corresponding figures in the earlier Report.

locomotives and cost per ton.					Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil fuel at the rate of 0·55 ton equals 1 ton of coal).	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil fuel being converted in terms of coal, at the rate of 0·55 ton of oil fuel equals 1 ton of coal.)				Remarks.
Wood.		Oil Fuel.								
Average cost per ton.			Average cost per ton.							
Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to locomotives.	At station of supply.	Actual quantity in tons.	Including all freight, both rail and sea, from the source of production to the engine-shed where issued to locomotives.	At source of production.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
11	12	13	14	15	16	17	18	19	20	21
Rs.	Rs.		Rs.	Rs.	Rs.					
...	...	...	...	...	3·52	89·12	71·85	567·22	188·22	
...	...	...	...	...	3·41	91·18	73·27	938·82	337·53	
...	...	...	...	...	3·26	91·20	72·46	424·39	164·88	
...	...	...	...	...	3·30	97·75	76·59	437·68	176·94	
...	...	...	...	...	3·30	102·67	79·97	454·98	186·56	
6·55	4·54	...	...	...	*a*	84·46	70·00	758·60	193·19	*a* Information available.
5·35	3·75	...	...	...	*a*	82·15	68·41	619·01	172·54	
5·13	3·63	...	...	...	*a*	84·18	70·23	584·26	169·04	
6·54	4·53	...	...	...	*a*	93·33	76·63	521·81	169·63	
7·45	5·65	...	...	...	5·30	99·36	80·47	596·68	184·59	
...	...	...	...	...	3·45	91·51	61·96	1,144·87	225·21	
...	...	...	...	...	3·37	94·59	63·92	1,064·49	208·62	
...	...	...	...	...	3·18	99·81	66·57	1,075·31	209·96	
...	...	...	...	...	2·93	100·37	64·92	1,146·06	222·42	
...	...	...	...	...	4·03	100·38	67·00	1,109·01	221·87	
...	...	...	...	...	2·58	77·03	57·80	396·28	137·63	
...	...	...	...	...	2·43	76·93	57·70	382·49	133·93	
...	...	...	...	...	2·07	78·84	58·01	358·09	127·59	
...	...	...	...	...	2·33	85·45	62·29	384·54	136·96	
...	...	...	...	...	2·47	92·90	66·48	396·94	144·47	
7·68	5·15	56	*a*	*a*	*a*	92·34	78·26	858·73	225·22	
8·28	5·32	64	*a*	*a*	*a*	96·39	82·66	716·84	209·34	
7·92	4·73	1,239	*a*	*a*	*a*	102·00	87·18	722·95	212·82	
8·11	4·31	4,779	*a*	*a*	*a*	112·10	94·96	774·80	230·41	
8·25	4·31	6,199	57·54	56·71	4·92	116·03	96·62	734·47	236·08	
6·47	5·11	...	...	...	4·98	94·88	79·04	874·67	221·38	
7·48	5·19	...	...	...	4·88	91·11	76·73	755·51	202·59	
7·89	5·38	...	...	...	4·12	93·19	77·41	663·83	192·23	
7·70	5·90	...	...	...	4·32	99·78	81·91	604·95	189 04	
8·18	6·39	...	...	...	4·89	100·65	82·47	649·22	197·76	
...	...	...	...	...	5·50	66·66	56·71	670·85	185·36	
...	...	...	...	...	5·42	70·72	60·86	582·46	178·74	
...	...	...	...	...	5·75	76·89	65·74	661·06	195·15	
...	...	...	...	...	5·75	83·36	70·32	639·37	200·28	
...	...	...	...	...	5·75	86·31	72·50	671·94	208·55	
4·80	3·09	1,879	...	...	*a*	79·87	65·85	691·04	187·35	
5·08	3·27	2,574	...	...	*a*	80·60	67·06	651·90	177·09	
5·47	3·28	5,295	...	...	*a*	82·17	67·82	591·96	168·73	
5·14	3·31	23,759	32·69	22 75	4·15	91·83	73·15	509·55	168·31	
5·86	3·96	38,739	31·69	22 75	4·96	97·56	76·95	545·77	186·88	*b* High rate is due to the consumption of only English Patent Fuel.
...	...	...	...	...	3·39	78·90	66·12	1,121·36	203·45	
...	...	...	...	...	3·29	80·99	67·10	999·34	197·48	
...	...	...	...	...	3·09	80·74	67·38	654·32	179·47	
...	...	...	...	...	2·97	90·40	75·36	635·94	178·16	
...	...	...	...	...	*a*	91·86	76·30	482 95	170·41	
7·67	7·67	...	...	...	*a*	69·95	62·21	1,087·23	226·38	
8·07	8·05	...	...	...	4·35	68·76	61·28	915·00	204·24	
8·19	8·18	...	...	...	3·83	73·80	64·87	826·36	205·13	
7·15	7·14	...	...	...	5 86	80·51	70·20	774·10	213·32	
7·58	7·58	...	...	...	7·17	84·84	73·38	893·48	232·43	
2·81	2·81	...	...	...	*a*	61·72	49·19	925·37	242.21	
3·02	3·02	...	...	...	*a*	60·97	47·20	911·39	227·17	
3·64	3·07	263	33·80	29 94	*a*	56·81	45·49	930·87	217·95	
2·88	2·88	762	27·37	25·00	*a*	57·13	45·37	881·05	230·45	*c* Excludes freight over home line.
2·46	2·46	3,060	24·18	23·70	*a* *c* 10·43	56·40	45·46	922·41	232·65	

APPEN

Coal, wood and oil fuel consumed by locomotives on each railway system and price paid

NOTE.—The figures in this Appendix are amended ones in cases

Railways.	Sources of supply.	Year.	Description of fuel, with the actual quantity consumed by locomotives						
			Foreign coal.			Indian coal.			
			Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.
				Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.	
1	2	3	4	5	6	7	8	9	10
				Rs.	Rs.		Rs.	Rs.	
3' 3½" GAUGE—*contd.*									
Bengal and North-Western.	Bihar and Orissa	1914-15	...	...	...	143,370	8·82	3·82	...
		1915-16	...	...	...	148,010	8·91	3·91	...
		1916-17	...	...	...	151,679	8·83	3·62	...
		1917-18	...	...	...	188,186	8·79	3·61	...
		1918-19	...	...	...	150,317	9·55	4·34	...
Bengal Dooars ...	Assam, Bengal and Bihar and Orissa.	1914-15	...	...	...	7,291	10·80	3·40	...
		1915-16	...	...	...	6,557	10·30	3·67	...
		1916-17	...	...	...	6,397	10·90	4·00	...
		1917-18	...	...	...	5,702	10·96	4·00	...
		1918-19	...	...	...	6,548	11·29	4·50	...
Bhavnagar State ...	Bihar and Orissa.	1914-15	81	*b* 19·17	*a*	9,384	*b* 15·65	*a*	*c* 71
		1915-16	...	...	...	7,981	*b* 16·13	*a*	*c* 76
		1916-17	...	...	...	7,994	*b* 16·26	*a*	*c* 93
		1917-18	...	...	...	8,275	*b* 16·03	*a*	*c* 72
		1918-19	...	...	...	11,153	*b* 17·57	4·62	8,045
Bombay, Baroda and Central India.	Bihar and Orissa and Hyderabad.	1914-15	...	...	...	193,469	13·83	4·28	*c* 1,315
		1915-16	...	...	...	208,933	13·55	4·47	*c* 1,516
		1916-17	...	...	...	211,871	13·82	4·17	*c* 1,220
		1917-18	...	...	...	209,880	13·87	4·28	1,166
		1918-19	...	...		229,462	16·09	4·97	*c* 572
Burma	Bihar and Orissa.	1914-15	...	...	...	120,676	15·47	*a*	16,044
		1915-16	...	...	...	109,434	15·11	*a*	28,144
		1916-17	...	...	...	103,849	16·36	*a*	47,077
		1917-18	...	...	...	93,945	19·24	*a*	73,125
		1918-19	...	...	...	90,585	28·87	*a*	131,708
Dibru-Sadiya	Assam	1914-15	...	...	...	10,744	8·50	*a*	...
		1915-16	...	...	...	12,164	8·50	*a*	...
		1916-17	...	...	...	11,539	8·50	*a*	...
		1917-18	...	...	...	11,515	8·50	*a*	...
		1918-19	...	...	...	10,026	8·50	*a*	...
Eastern Bengal ...	Bengal and Bihar and Orissa.	1914-15	...	...	...	141,569	9·17	3·37	...
		1915-16	...	...	...	126,353	9·10	3·28	...
		1916-17	...	...	...	126,948	8·68	2·84	...
		1917-18	...	...	...	104,382	8·16	2·73	...
		1918-19	...	...	...	111,050	8·79	3·36	...
Gondal-Porbandar State.	Bengal and Bihar and Orissa.	1914-15	...	...	...	10,222	17·06	4·00	89
		1915-16	...	...	...	8,721	17·18	4·00	78
		1916-17	...	...	...	9,888	17·94	3·67	85
		1917-18	...	...	...	12,557	17·38	3·52	81
		1918-19	...	...	...	14,279	24·33		87
Hyderabad-Godavari Valley, Hingoli Branch, and Secunderabad-Gadwal.	Hyderabad	1914-15	...	...	...	30,563	9·15	5·50	...
		1915-16	...	...	...	30,525	8·61	5·42	...
		1916-17	...	...	...	29,315	8·89	5·75	...
		1917-18	...	...	...	32,198	9·04	5·75	...
		1918-19	...	...	...	41,150	9·34	5·75	...
Jamnagar ...	Bihar and Orissa	1914-15	5	24·50	*a*	1,697	18·11	4·59	16
		1915-16	...	...	...	1,510	15·84	2·62	15
		1916-17	...	...	...	1,995	16·18	2·46	16
		1917-18	...	...	...	1,842	18·11	4·16	16
		1918-19	...	...	...	2,405	18·94	5·00	16

DIX 14—*contd.*

per ton during the financial years 1914-15 to 1918-19.

where they differ from the corresponding figures in the earlier Reports.

and cost per ton.										
Wood.		Oil Fuel.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil fuel at the rate of 0·55 ton equals 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil fuel being converted in terms of coal, at the rate of 0·55 ton of oil fuel equals 1 ton of coal.)				Remarks.
Average cost per ton.			Average cost per ton.			Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to locomotives.	At station of supply.	Actual quantity in tons.	Including all freight, both rail and sea, from the source of production to the engine shed where issued to locomotives	At source of production.						
11	12	13	14	15	16	17	18	19	20	21
Rs.	Rs.			Rs.	Rs.					
...	...	...	...	...	3·82	50·97	41·97	320·86	266·54	
...	...	...	...	...	3·91	53·24	43·83	334·97	218·44	
...	...	...	...	...	3·62	54·77	44·43	315·27	215·74	
...	...	...	...	...	3·61	53·95	43·52	725·66	203·57	
...	...	...	...	...	4·34	55·71	45·27	611·41	196·44	
...	...	...	...	...	3·40	52·23	45·23	968·00	*a*	Information not available.
...	...	...	...	...	3·67	46·18	40·90	1,033·00	*a*	
...	...	...	...	...	4·00	40·78	36·71	794·00	*a*	
...	...	...	...	...	4·00	36·00	32·75	742·00	*a*	
...	...	...	...	...	*a*	41·09	37·38	757·00	*a*	
7·49	7·49	...	...	...	*a*	40·22	35·65	1,027·00	237·27	† Excludes freight over home line.
13·44	13·44	...	...	...	*a*	35·10	31·06	879·56	200·21	
12·45	12·45	...	...	...	*a*	37·49	32·82	963·82	204·81	
12·15	12·45	...	...	...	*a*	40·81	33·79	936·41	211·35	
c 12·00	*a*	...	...	...	*a*	50·85	40·06	803·90	226·15	
4·99	4·99	...	...	...	4·29	50·93	43·94	702·09	202·04	*c* Old sleepers used for lighting purposes.
5·00	5·00	...	...	...	4·48	51·12	44·55	668·07	195·32	
5·00	5·00	...	...	...	4·18	52·48	45·46	608·74	191·87	
5·00	5·00	...	...	...	4·24	56·25	48·08	608·09	196·67	
5·41	5·00	...	...	...	4·96	57·79	49·24	499·47	186·89	
4·94	3·81	...	...	...	*a*	50·01	40·24	665·03	182·06	
5·07	5·07	...	...	...	*a*	51·11	40·88	694·58	183·28	
6·04	5·03	...	...	...	*a*	51·71	41·36	608·21	173·14	
5·21	5·21	...	...	...	*a*	52·66	42·09	577·67	170·03	
4·72	4·72	16	47·82	...	*a*	56·05	44·39	568·83	177·71	
...	...	...	...	...	*a*	70·42	42·97	*a*	*a*	
...	...	...	...	...	*a*	86·23	56·94	*a*	*a*	
...	...	...	...	...	*a*	82·34	55·61	*a*	*a*	
...	...	...	...	...	*a*	81·13	57·02	*a*	*a*	
...	...	...	...	...	*a*	86·41	59·23	*a*	*a*	
...	...	...	...	...	3·37	65·73	51·29	1,349·32	268·27	
...	...	...	...	...	3·28	66·33	50·91	1 327·11	255·19	
...	...	...	...	...	2·84	66·95	52·32	1,212·58	252·51	
...	...	...	...	...	2·78	67·33	49·99	1,112·99	231·35	
...	...	...	...	...	3·86	71·91	58·27	1,104·52	244·29	
12·00	12·00	...	...	...	4·09	49·73	44·84	1,559·59	316·43	
11·67	11·67	...	...	...	4·06	42·17	36·67	1,109·42	250·39	
12·08	12·08	...	...	...	3·76	47·85	41·50	1,187·04	265·36	
12·00	12·00	...	...	...	3·54	55·69	50·69	1,347·65	331·06	
12·00	*a*	...	...	...	10·35	61·79	53·77	1,174·27	318·56	
...	...	...	...	...	5·50	50·22	44·32	1,116·15	257·81	
...	...	...	...	...	5·42	54·35	47·68	937·48	238·08	
...	...	...	...	...	5·75	58·64	51·27	1,171·12	255·89	
...	...	...	...	...	5·75	64·42	56·05	1,313·87	280·37	
...	...	...	...	...	5·75	73·20	63·57	1,945·28	369·78	
9·87	9·87	...	...	...	*a*	50·03	42·13	1,774·03	315·69	
10·35	10·35	...	...	...	2·66	44·79	37·19	1,603·05	280·92	
10·99	10·99	...	...	...	2·50	56·43	47·26	2,046·09	315·53	
11·04	11·04	...	...	...	4·24	53·41	43·15	1,900·13	324·75	
11·24	11·24	...	...	...	18·96	63·65	53·13	1,533·50	353·52	

APPEN

Coal, wood and oil fuel consumed by locomotives on each railway system and price paid

NOTE.—The figures in this Appendix are amended ones in cases

Railways.	Sources of supply.	Year.	Description of fuel, with the actual quantity consumed by						
			Foreign coal.			Indian coal.			
			Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.
				Including all freight, both rail and sea, from the pit's mouth to the engine shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea, from the pit's mouth to the engine shed where issued to locomotives.	At pit's mouth.	
1	2	3	4	5	6	7	8	9	10
				Rs.	Rs.		Rs.	Rs.	
3' 3" GAUGE—*concld.*									
Jodhpur-Bikaner ...	Bihar and Orissa and Rajputana.	1914-15	...	...	...	48,548	12·75	2·56	275
		1915-16	...	...	...	63,614	11·16	2·41	316
		1916-17	...	...	...	63,747	10·33	3·29	290
		1917-18	...	...	...	65,091	12·07	3·52	337
		1918-19	...	...	...	61,654	12·92	4·40	511
Junagad State ...	Bihar and Orissa ...	1914-15	...	...	...	3,246	17·85	*a*	35
		1915-16	...	...	...	3,547	18·59	4·00	40
		1916-17	...	...	...	4,066	17·97	4·00	43
		1917-18	...	...	...	4,268	18·03	4·00	47
		1918-19	...	...	...	4,563	19·18	4·15	46
Madras and Southern Mahratta.	Bihar and Orissa and Hyderabad.	1914-15	...	...	...	151,259	13·99	5·32	44,467
		1915-16	...	...	...	160,741	12·99	5·86	38,125
		1916-17	...	...	...	178,263	13·06	5·70	40,708
		1917-18	...	...	...	175,415	13·34	5·81	41,385
		1918-19	...	...	...	180,253	13·29	5·87	42,220
Morvi	Bengal	1914-15	...	...	...	2,839	16·60	4·38	31
		1915-16	...	...	...	2,939	16·00	3·50	45
		1916-17	...	...	...	2,731	16·00	3·50	31
		1917-18	...	...	...	3,198	15·41	3·70	45
		1918-19	...	...	...	5,246	17·70	3·69	50
Mysore-Arsikere ...	Bengal ...	1917-18	...	...	...	516	22·00	4·50	19
		1918-19	...	...	...	2,186	21·49	4·09	88
Rohilkund and Kumaon.	Bihar and Orissa ...	1914-15	...	...	...	26,268	10·04	3·08	...
		1915-16	...	...	...	25,898	10·19	2·86	...
		1916-17	...	...	...	26,605	9·96	2·89	...
		1917-18	...	...	...	26,230	10·33	2·42	...
		1918-19	...	...	...	30,464	11·26	3·92	...
South Indian ...	Africa, Australia, and Bihar and Orissa.	1914-15	6,189	30·36	*a*	132,609	15·20	3·82	8,101
		1915-16	5,077	45·89	*a*	140,826	15·29	3·87	8,576
		1916-17	394	49·33	*a*	141,709	17·15	3·73	9,809
		1917-18	19	47·49	*a*	108,683	18·41	3·50	75,384
		1918-19	...	...	*a*	102,758	19·37	4·36	92,805
Udaipur-Chitorgarh...	Bihar and Orissa ...	1914-15	...	...	...	1,450	14·00	4·00	15
		1915-16	...	...	...	1,998	14·00	4·00	26
		1916-17	...	...	...	2,194	14·03	5·00	21
		1917-18	...	...	...	1,738	14·52	6·50	15
		1918-19	...	...	...	1,785	16·22	6·50	25
2' 6" GAUGE.									
Ahmadpur-Katwa ...	Bihar and Orissa ...	1917-18	...	...	...	750	8·31	4·25	...
		1918-19	...	...	...	1,219	6·75	*a*	...
Arakan Light ...	*a*		...	...	...	*a*	*a*	*a*	...
Arrah-Sasaram Light	*a*		...	...	...	*a*	*a*	*a*	...
Bangalore-Chik Ballapur Light.	Bihar and Orissa ...	1914-15	...	...	...	*a*	*a*	*a*	...
		1915-16	...	...	...	369	20·00	4·81	...
		1916-17	...	...	...	*c*	*c*	*c*	...
		1917-18	...	...	...	*c*	*c*	*c*	...
		1918-19	...	...	...	*c*	*c*	*c*	...
Bankura-Damoodar River.	Bihar and Orissa ...	1916-17	...	...	...	356	4·50	2·50	...
		1917-18	...	...	...	2,071	6·00	4·25	...
		1918-19	...	...	...	2,724	5·75	*a*	...
Baraset-Basirhat Light.	*a*		...	...	...	*a*	*a*	*a*	...
Barsi Light ...	Bengal ...	1914-15	...	...	...	4,978	15·47	3·93	12
		1915-16	...	...	...	4,397	15·09	3·20	14
		1916-17	...	...	...	3,957	14·62	3·19	17
		1917-18	...	...	...	3,226	15·21	3·83	16
		1918-19	...	...	...	3,729	15·75	3·78	12
Bengal Provincial ...	Bihar and Orissa ...	1914-15	...	...	...	1,990	5·19	2·50	...
		1915-16	...	...	...	1,920	4·86	1·87	...
		1916-17	...	...	...	1,894	5·93	3·28	...
		1917-18	...	...	...	1,800	7·63	3·50	...
		1918-19	...	...	...	1,895	6·77	3·60	...
Bilimora-Kalamba, Broach-Jambusar, Gaekwar's Dabhoi, Kosamba-Zankhvav, Petlad-Vaso and Rajpipla State.	Bihar and Orissa and Hyderabad.	1914-15	65	21·42	*a*	4,869	15·69	*a*	174
		1915-16	...	...	...	5,862	15·28	3·96	219
		1916-17	...	...	...	5,785	14·45	3·77	215
		1917-18	...	...	...	5,425	15·53	3·78	208
		1918-19	...	...	...	6,833	18·78	5·26	202
Bukhtiarpur-Bihar Light.	*a*		...	...	...	*a*	*a*	*a*	...
Burdwan-Katwa ...	Bihar and Orissa ...	1915-16	...	...	...	547	5·62	3·44	...
		1916-17	...	...	...	1,234	5·44	2·75	...
		1917-18	...	...	...	1,360	8·31	4·25	...
		1918-19	...	...	...	1,423	6·75	*a*	...
Champaner-Shivrajpur Pani Light.	Bihar and Orissa, Central India and Central Provinces.	1914-15	...	...	...	608	15·24	4·58	4
		1915-16	...	...	...	634	14·21	4·58	7
		1916-17	...	...	...	638	15·15	3·84	6
		1917-18	...	...	...	844	17·56	4·00	14
		1918-19	...	...	...	847	18·58	4·67	15

DIX 14—*contd.*

per ton during the financial years 1914-15 to 1918-19.

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.

Wood.			Oil Fuel.		Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil fuel at the rate of 0·55 ton equals 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal, and oil fuel being converted in terms of coal, at the rate of 0·55 ton of oil fuel equals 1 ton of coal.				Remarks.
Average cost per ton.		Actual quantity in tons.	Average cost per ton.							
Including all freight, both rail and sea, from the station of supply to the engine shed where issued to locomotives.	At station of supply.		Including all freight, both rail and sea, from the source of production to the engine shed where issued to locomotives.	At source of production.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
11	12	13	14	15	16	17	18	19	20	21
Rs.	Rs.		Rs.	Rs.	Rs.					
10·00	10·00	...	...	...	2·65	54·47	49·01	973·68	241·38	*a* Information not available.
10·00	10·00	...	...	...	2·45	59·94	53·79	802·50	234·31	
10·05	10·05	...	...	...	3·49	54·89	49·24	799·38	220·10	
10·72	10·72	...	...	...	3·53	56·01	52·36	608·89	202·75	
...	11·92	...	...	...	4·42	55·36	49·60	545·58	191·51	
10·00	10·00	...	...	...	*a*	42·55	36·92	921·78	230·59	
10·00	10·00	...	...	...	4·10	41·48	35·32	1,034·93	231·09	
10·30	10·30	...	...	...	4·09	44·95	36·66	1,229·75	254·47	
9·07	9·07	...	...	...	4·11	46·67	37·88	1,100·16	259·69	
11·56	11·56	...	...	...	4·25	47·46	38·48	1,083·76	257·88	
5·54	4·76	...	...	...	6·00	55·36	48·91	1,024·70	262·04	
5·66	4·76	...	...	...	6·56	57·69	51·63	983·24	260·72	
5·57	4·79	...	...	...	6·22	61·64	54·81	1,022·62	278·15	
5·86	4·96	...	...	...	6·37	62·74	55·31	1,015·62	278·37	
6·90	6·15	...	...	...	6·69	64·92	56·81	1,014·61	288·10	
11·25	*a*	...	...	...	*a*	36·03	35·04	*a*	*a*	
8·50	*a*	...	...	...	*a*	36·37	35·31	*a*	*a*	
9·00	*a*	...	...	...	*a*	34·67	33·43	*a*	*a*	
8·50	*a*	...	...	...	*a*	40·26	38·67	*a*	*a*	
7·00	7·00	...	...	...	3·70	55·00	53·40	*a*	*a*	
12·50	12·50	...	...	...	4·88	61·68	48·14	1,914·28	317·62	
12·50	12·50	...	...	...	4·50	47·86	47·27	1,053·88	215·06	
...	...	...	...	...	3·08	51·61	39·71	1,052·10	233·25	
...	...	...	...	...	2·86	48·91	39·20	1,082·74	232·69	
...	...	...	...	...	2·60	54·07	43·57	860·32	223·51	
...	...	...	...	...	2·42	56·54	44·42	760·53	218·08	
...	...	...	...	...	3·92	59·91	46·06	626·16	213·65	
7·63	6·29	...	...	...	*a*	44·88	39·88	1,012·85	212·23	
7·68	6·50	...	...	...	*a*	47·80	42·32	903·79	208·72	
6·54	6·46	...	...	...	*a*	47·55	41·78	882·42	203·07	
7·13	7·11	...	...	...	*a*	52·88	45·62	782·35	203·97	
7·08	7·06	...	...	...	7·88	57·92	49·88	820·43	223·87	
7·93	7·93	...	...	...	4·06	34·99	32·70	1,740·64	222·78	
7·05	7·05	...	...	...	4·00	42·51	39·97	1,703·99	250·71	
7·58	7·58	...	...	...	5·05	45·54	42·60	1,606·15	261·10	
7·20	7·20	...	...	...	6·54	42·59	39·51	1,977·77	259·59	
7·10	...	...	...	...	6·80	55·99	51·80	1,865·32	294·80	
...	...	...	...	...	4·25	38·74	31·46	*a*	*a*	
...	...	...	...	...	4·25	38·46	28·24	*a*	*a*	
...	...	...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	...	...	4·81	36·59	30·67	*a*	*a*	*c* Included with the Kolar District Rail-
...	...	...	...	...	*c*	*c*	*c*	*c*	*c*	
...	...	...	...	...	*c*	*c*	*c*	*c*	*c*	
c	*c*	...	...	...	*c*	*c*	*c*	*c*	*c*	
...	...	...	...	...	2·50	43·36	27·73	*a*	*a*	
...	...	...	...	...	4·25	44·60	35·85	*a*	*a*	
...	...	...	...	...	4·25	49·17	41·69	5·49	*a*	
...	...	...	...	...	*a*	*a*	*a*	*a*	*a*	
11·15	8·00	...	...	...	3·96	52·23	44·44	892·80	315·65	
12·50	12·00	...	...	...	3·23	49·00	40·67	803·42	307·72	
12·98	12·50	...	...	...	3·21	42·62	37·30	740·65	275·21	
12·67	12·50	...	...	...	3·88	45·81	40·37	879·71	290·57	
12·50	12·50	...	...	...	3·77	53·06	44·04	953·33	312·10	
...	...	...	...	...	2·50	37·76	35·65	*a*	*a*	
...	...	...	...	...	1·87	36·43	34·39	*a*	*a*	
...	...	...	...	...	3·28	37·92	35·73	*a*	*a*	
...	...	...	...	...	3·50	38·42	35·93	*a*	*a*	
...	...	...	...	...	6·77	43·58	39·95	*a*	*a*	
3·98	3·86	...	...	...	*a*	35·87	33·18	*a*	*a*	
3·69	3·55	...	...	...	4·03	34·70	32·52	*a*	*a*	
3·42	3·31	...	...	...	3·96	34·60	31·14	*a*	*a*	
4·66	4·47	...	...	...	3·79	34·18	28·85	*a*	*a*	
5·16	4·89	...	...	...	5·34	41·18	33·18	*a*	*a*	
...	...	...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	...	...	3·44	42·20	38·49	*a*	*a*	
...	...	...	...	...	2·75	39·81	28·02	*a*	*a*	
...	...	...	...	...	4·25	41·78	33·98	*a*	*a*	
...	...	...	...	...	4·25	35·05	27·44	10·38	*a*	
4·48	*a*	...	...	...	*a*	56·98	54·45	*a*	*a*	
6·28	6·28	...	...	...	4·63	60·22	58·29	*a*	*a*	
10·97	10·97	...	...	...	3·86	49·85	45·92	*a*	*a*	
10·91	10·91	...	...	...	4·04	44·30	40·69	*a*	*a*	
7·64	6·90	...	...	...	4·96	49·55	45·39	*a*	*a*	

APPEN

Coal, wood and oil fuel consumed by locomotives on each railway system and price paid

NOTE.—The figures in this Appendix are amended ones in cases

Railways.	Sources of supply.	Year.	Description of fuel, with the actual quantity consumed by — Foreign coal. Actual quantity in tons.	Foreign coal. Average cost per ton. Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	Foreign coal. Average cost per ton. At pit's mouth.	Indian coal. Actual quantity in tons.	Indian coal. Average cost per ton. Including all freight, both rail and sea from the pit's mouth to the engine-shed where issued to locomotives.	Indian coal. Average cost per ton. At pit's mouth.	Actual quantity in tons.
1	2	3	4	5	6	7	8	9	10
2' 6" GAUGE—*contd.*				Rs.	Rs.		Rs.	Rs.	
Catch State ...	Bihar and Orissa ...	1914-15	...	...	...	569	15·26	*a*	2
		1915-16	...	...	...	497	22·88	*a*	1
		1916-17	...	...	...	245	21·12	*a*	...
		1917-18	...	...	...	398	27 00	*a*	...
		1918-19	...	...	...	Information not furnished			...
Dehri-Rohtas Light	Bihar and Orissa ...	1914-15	...	...	...	681	7·62	4·25	...
		1915-16	...	...	...	1,112	7·06	3·75	...
		1916-17	...	...	...	1,183	7·06	3 75	...
		1917-18	...	...	...	1,909	7·62	4·25	...
		1	...	...	...	2,099	11·00	7·60	...
Dholpur-Bari ...	Bihar and Orissa ...	1914-15	...	...	...	433	12·84	5·00	2
		1915-16	...	...	...	643	12·36	4·25	2
		1916-17	...	...	...	699	10·42	4·37	2
		1917-18	...	...	...	989	12·15	5·66	2
		1918-19	...	...	...	916	13·76	6·60	3
Dhond-Baramati, Ellichpur-Yeotmal and Pulgaon-Arvi.	Bengal, Bihar and Orissa and Central Provinces.	1914-15	2	20·65	*a*	3,225	10·28	*a*	30
		1915-16	...	...	...	5,651	10·12	3·81	47
		1916-17	...	...	...	5,869	12·64	4·68	7
		1917-18	...	...	...	8,705	11·29	4·04	
		1918-19	...	...	...	12,416	8·59	4·66	
Godhra-Lunavada ...	Bihar and Orissa, Central India and Central Provinces.	1914-15	...	...	...	255	14·14	4·58	8
		1915-16	...	...	...	357	13·54	4 52	11
		1916-17	...	...	...	337	15·00	4·94	12
		1917-18	...	...	...	332	16·79	4·00	10
		1918-19	...	...	...	355	17·97	4·87	13
Gondia-Chanda, Jubbulpore-Gondia Extension, Mourbhanj State, Nagpur-Chhindwara, Parlakimedi Light, Purulia-Ranchi, and Raipur-Dhamtari.	Bihar and Orissa and the Central Provinces.	1914-15	...	...	...	47,878	6·69	4·32	...
		1915-16	...	...	...	45,429	6·54	3·84	...
		1916-17	...	...	...	47,029	5·80	3·73	...
		1917-18	...	...	...	48,658	6·15	3·84	...
		1918-19	...	...	...	51,745	6·76	4·09	...
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	Bihar and Orissa, Baluchistan and the Punjab.	1914-15	11	28·92	3·71	3,940	14·75	4·54	6
		1915-16	...	...	...	5,118	14·31	4·23	20
		1916-17	21	28·29	*b*13·88	4,875	13·88	3·88	22
		1917-18	6	28·60	*b*13·88	5,070	14·38	3·67	21
		1918-19	...	...	...	5,446	14·59	4·32	19
Jessore-Jhenidah	Bihar and Orissa ...	1914-15	...	...	...	*a*	*a*	*a*	...
		1915-16	...	...	...	714	7·62	3·56	...
		1916-17	...	...	...	1,394	7·69	2·69	...
		1917-18	...	...	...	1,435	9·12	4·25	...
		1918-19	...	...	...	1,608	8·75	*a*	...
Kaliganj at Falta ...	Bihar and Orissa ...	1917-18	...	...	...	806	9·12	4·25	...
		1918-19				1,856	8·00		...
Kalka-Simla ...	Bihar and Orissa, Baluchistan and the Punjab.	1914-15	...	...	...	7,771	15·29	4·54	65
		1915-16	...	...	...	7,018	15·75	4·23	76
		1916-17	...	...	...	7,998	15·87	3 83	117
		1917-18	...	...	...	8,308	15·54	3·67	194
		1918-19	...	...	...	9,412	15·82	4·32	151
Khulna-Bagirhat ...	Bengal and Orissa ...	1918-19	...	...	...	161	10·85	4·08	...
Kolar District ...	Bihar and Orissa ...	1914-15	...	...	...	89	20·00	7·00	84
		1915-16	...	...	...	582	20·00	4·51	99
		1916-17	...	...	...	*c* 1,232	19·25	3·75	
		1917-18	...	...	...	*c* 1,648	20·00	4·50	49
		1918-19	...	...	...	1,538	19·37	3 94	317
Midnapur Light ...			...	...	...	*a*	*a*	*a*	...
Moradabad-Hasanpur, Moradabad-Tanakpur, Mozaffarpur-Hajipur and Tirupattur-Krishnagiri.	Bihar and Orissa and Hyderabad.	1914-15	...	...	...	2,201	16·84	4·00	82
		1915-16	...	...	...	2,707	16·59	3·87	116
		1916-17	...	...	...	2,735	17·52	3·72	92
		1917-18	...	...	...	1,891	17·80	3·30	3,817
		1918-19	...	...	...	1,973	18·09	3·66	4,440
Morvi	Bihar and Orissa ...	1914-15	...	...	...	336	16·69	4·36	5
		1915-16	...	...	...	388	16·00	3·50	5
		1916-17	...	...	...	345	16·00	3·50	8
		1917-18	...	...	...	396	15·41	3·70	7
		1918-19	...	...	...	451	17·70	3·69	8

DIX 14—*contd.*

per ton during the financial years 1914-15 to 1918-19.

here they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.

Wood.			Oil-Fuel.		Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil-fuel at the rate of 0·55 ton equals 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil-fuel being converted in terms of coal at the rate of 0·55 ton of oil-fuel equals 1 ton of coal.)				Remarks.
Average cost per ton.			Average cost per ton.							
Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to locomotives.	At station of supply.	Actual quantity in tons.	Including all freight, both rail and sea, from the source of production to the engine-shed where issued to locomotives.	At source of production.		Per train-mile.	Per engine mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
11	12	13	14	15	16	17	18	19	20	21
Rs.	Rs.		Rs.	Rs.	Rs.					
17·08	*a*	...	...	*a*	*a*	43·77	35·00	*a*	*a*	*a* Information not available.
13·20	*a*	...	...	*a*	*a*	32·33	25·37	*a*	*a*	
...	...	...	...	...	*a*	19·38	15·34	*a*	*a*	
...	...	...	...	...	27·00	16·67	13·00	*a*	*a*	
...	...	...	...	...	Information not furnished			..	...	
...	...	...	...	...	4·25	41·04	*a*	*a*	*a*	
...	...	...	...	...	3·75	69·19	*a*	*a*	*a*	
...	...	...	...	...	3·75	72·00	*a*	*a*	*a*	
...	...	...	...	...	4·25	*a*	*a*	*a*	*a*	
...	...	...	...	...	...	*a*	*a*	*a*	*a*	
8·51	8·51	...	...	...	5·03	40·37	30·07	*a*	*a*	
9·77	9·77	...	...	...	4·25	46·87	35·24	*a*	*a*	
10·00	10·00	...	...	...	4·40	45·91	37·06	*a*	*a*	
10·00	10·00	...	...	...	5·68	37·33	31·96	*a*	*a*	
10·57	10·57	...	...	...	6·62	36 35	32·70	*a*	*a*	
9·34	6·82	...	...	...	*a*	49·41	47·18	*a*	*a*	
8·67	5·70	...	...	...	3·87	70·81	64·63	*a*	*a*	
9·97	6·78	...	...	...	4·69	63·78	57 80	*a*	*a*	
...	...	...	...	...	4·04	75·65	69·84	*a*	*a*	
...	...	...	...	...	4·66	88·83	82·45	*a*	*a*	
2·98	2·98	...	...	...	4·56	29·57	29·09	*a*	*a*	
4·74	4·74	...	...	...	4·61	36·67	34·00	*a*	*a*	
4·95	4·95	...	...	...	4·05	38·86	34·53	*a*	*a*	
8·20	8·20	...	...	...	3·76	40·26	34·09	*a*	*a*	
10·13	8·68	...	...	...	5·12	41·91	36·19	*a*	*a*	
...	...	...	...	...	4·32	89·57	71·33	2,074·80	433·46	
...	...	...	...	...	3·84	88·34	65·35	3,809·61	793·36	
...	...	...	...	...	3·78	80·87	63·58	2,002·22	396·96	
...	...	...	...	...	3·84	80·06	62·83	2,131·06	426·78	
...	...	...	...	...	4·09	84·15	64·83	2,300·50	456·19	
4·88	3 09	...	...	...	4·54	32·45	26·94	2,159·86	433·39	
5·16	3·85	...	...	...	4·24	33·48	28·53	1,895·34	382·80	
5·19	3·00	...	...	...	3·88	33·24	28·74	1,840·91	373·12	
5·12	3·29	...	...	...	3·69	37·95	32·45	2,256·90	415·80	
6·11	4·21	...	...	...	4·33	38·68	33·32	2,528·95	414·22	
...	...	...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	...	...	3·56	38·35	31·38	*a*	*a*	
...	...	...	...	...	2·68	39·19	25·29	*a*	*a*	
...	...	...	...	...	4·25	46·59	39·67	*a*	*a*	
...	...	...	...	...	4·25	40·00	27·17	11·50	*a*	
...	...	...	...	...	4·25	36·84	25·83	*a*	*a*	
...	...	...	...	...	4·25	46·59	29·93	10·26	*a*	*b* High rate is due to the consumption of only English Patent Fuel.
4·80	3·09	...	...	...	4·55	60·91	44·40	4,360·16	715·45	
5·10	3·29	...	...	...	4·25	63·35	44 08	4,185·64	760·51	
5·47	3·38	...	...	...	3·86	66·69	47·47	4,252·41	748·66	
5·14	3·31	...	...	...	3·70	71·06	48·77	4,278 59	748·65	
7·27	5·37	...	...	...	4·38	67·80	47·48	3,757·09	776·88	
...	...	...	...	...	4·03	32·73	22·19	*a*	*a*	
7·00	7·00	...	...	...	9·85	28·01	21·06	*a*	*a*	
7·00	7·00	...	...	...	5·62	64 28	50·19	*a*	*a*	*c.* Includes figures for the Bangalore-Chick Ballapur Light railway.
...	...	...	...	...	3 75	34·49	32·91	*a*	*a*	
12·50	12 50	...	...	...	4·81	35·91	31·29	*a*	*a*	
12·50	12·50	...	...	...	6·15	35·06	31·92	1,995 62	406·79	
...	...	...	...	...	*a*	*a*	*a*	*a*	*a*	
7·51	7·51	...	...	...	4·21	34·03	33·93	2,716·88	312·05	
8·05	8·05	...	...	...	4·14	34·86	34·79	2,923·09	322·54	
8·20	8·20	...	...	...	3·94	35·19	35·18	2,605·07	327·27	
7·13	7·13	...	...	...	5·86	47·02	46·86	3,715·15	463·01	
7·59	7·59	...	...	...	10·92	50·77	50·69	3,497·80	478·97	
11·25	*a*	...	...	...	*a*	20·67	19·57	*a*	*a*	
8·50	*a*	...	...	...	*a*	24·50	21·93	*a*	*a*	
9·00	*a*	...	...	...	*a*	21·29	19·21	*a*	*a*	
8·50	...	...	...	...	*a*	25·24	21·67	*a*	*a*	
7·00	7·00	...	...	...	3·70	30·50	26·10	*a*	*a*	

APPEN

Coal, wood and oil-fuel consumed by locomotives on each railway system and price paid

NOTE.—The figures in this Appendix are amended ones in case

Railways.	Sources of supply.	Year.	Description of fuel with the actual quantity consumed by						
			Foreign coal.			Indian coal.			
			Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.
				Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.	
1	2	3	4	5	6	7	8	9	10
2' 6" GAUGE—*concld.*				Rs.	Rs.		Rs.	Rs.	
Nadi ad-Kapadvanj...	Bihar and Orissa, Central India and Central Provinces.	1914-15	...	...	...	675	14·78	4·58	10
		1915-16	...	...	...	658	14·03	4·52	11
		1916-17	...	...	...	622	15·24	4·04	11
		1917-18	...	...	...	902	16·12	4·83	12
		1918-19	...	...	...	983	16·84	4·87	12
Powayan Light ...	Bihar and Orissa ...	1914-15	...	...	...	695	10·87	2·66	...
		1915-16	...	...	...	810	10·94	2·58	...
		1916-17	...	...	...	807	10·59	2·37	...
		1917-18	...	...	...	781	9·91	2·27	...
		1918-19*	...	...	...	...	...	...	...
Shahdara (Delhi)-Saharanpur Light.		...	...	...	...	*a*	*a*	*a*	...
Texpore-Balipara ... Light.	Assam ...	1914-15	...	...	...	603	15·19	*a*	...
		1915-16	...	...	...	499	15·19	*a*	...
		1916-17	...	...	...	600	15·19	*a*	...
		1917-18	...	...	...	569	16·45	*a*	...
		1918-19	...	...	...	623	17·71	*a*	...
Trans-Indus (Kalabagh-Bannu).	Bihar and Orissa ...	1914-15	...	...	...	3,899	11·93	4·54	11
		1915-16	...	...	...	3,269	13·90	4·23	1
		1916-17	...	...	...	4,797	14·05	3·83	16
		1917-18	...	...	...	9,366	14·39	3·67	4
		1918-19	...	...	...	11,235	14·67	4·32	...
2' 0" GAUGE.									
Darjeeling-Himalayan	Bihar and Orissa ...	1914-15	...	...	...	5,059	10·00	3·50	...
		1915-16	...	...	...	6,820	10·00	3·50	...
		1916-17	...	...	...	8,103	10·50	3·00	...
		1917-18	...	...	...	8,205	10·50	3·00	...
		1918-19	...	...	...	9,289	11·38	5·00	...
Gwalior Light ...	Bihar and Orissa ...	1914-15	...	...	...	4,934	11·94	4·25	47
		1915-16	...	...	...	4,767	11·94	4·25	78
		1916-17	...	...	...	4,052	11·34	3·53	63
		1917-18	...	...	...	5,246	11·48	3·53	63
		1918-19	...	...	...	6,578	11·61	3·69	50
Howrah-Amta Light	*a*	...	...	...	...	*a*	*a*	*a*	...
Howrah-Sheakhala Light..	*a*	...	...	...	...	*a*	*a*	*a*	...
Jagadhri Light ...	Bihar and Orissa ...	1914-15	...	...	...	181	12·98	4·73	7
		1915-16	...	...	...	170	12·75	4·50	39
		1916-17	...	...	...	148	13·00	4·50	88
		1917-18	...	...	...	97	14·00	5·50	100
		1918-19	...	...	...	143	17·00	7·50	...
Jorhat (Provincial)	Assam ...	1914-15	...	...	...	1,042	13·77	8·97	...
		1915-16	...	...	...	1,486	13·77	8·97	...
		1916-17	...	...	...	1,558	14·61	9·81	...
		1917-18	...	...	...	1,672	15·45	10·65	...
		1918-19	...	...	...	1,342	17·86	12·36	...
Kulasekarapatnam Light.	Bihar and Orissa ...	1915-16	...	...	...	107	22·18	*a*	284
		1916-17	...	...	...	180	24·47	*a*	473
		1917-18	...	...	...	173	32·90	*a*	435
		1918-19	...	...	...	131	31·08	5·00	620
Matheran Light ...	Bengal and Bihar and Orissa.	1914-15	...	...	...	469	17·50	5 50	...
		1915-16	...	...	...	542	18·00	5·50	...
		1916-17	...	...	...	390	21·00	5·50	...
		1917-18	...	...	...	397	19·00	7 00	...
		1918-19	...	...	...	420	21·50	7·50	...
Pipar-Bilara Light .	Bihar and Orissa ...	1914-15	...	...	...	236	12·75	2 56	2
		1915-16	...	...	...	411	12·21	3·46	1
		1916-17	...	...	...	404	12·55	3·34	...
		1917-18	...	...	...	223	13·24	3·59	...
		1918-19	...	...	...	258	13·61	4 60	...
Tarikere-Narasimharajapura.	Bihar and Orissa ...	1916-17	...	...	...	71	21 69	3 75	...
		1917 18	...	...	...	198	20·00	4·50	8
		1918-19	...	...	...	286	22·36	4·12	14
Tumsar Tirodi Light...	Bihar and Orissa ...	1917-18	...	...	...	3,048	8·87	3·15	...
		1918-19	...	...	...	2,180	9·96	3·28	...
TOTAL ...	...	1914-15*c*	89,211	...	...	4,946,375	...	...	95,598
		1915-16*d*	40,959	...	...	5,143,108	...	...	113,782
		1916-17*b*	13,162	...	...	5,489,443	...	...	119,218
		1917-18*b*	3,620	...	...	5,616,725	...	...	243,450
		1918-19*b*	964	...	...	5,889,165	...	...	335,499

DIX 14—*concld.*

per ton during the financial years 1914-15 to 1918-19.

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.

Wood.		Oil-Fuel.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea, (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil fuel at the rate of 0·55 ton equals 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil-fuel being converted in terms of coal, at the rate of 0·55 ton of oil-fuel equals 1 ton of coal.)				Remarks.
Average cost per ton.			Average cost per ton.							
Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to locomotives.	At station of supply.	Actual quantity in tons.	Including all freight, both rail and sea, from the source of production to the engine-shed where issued to locomotives.	At source of production.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
11	12	13	14	15	16	17	18	19	20	21
Rs.	Rs.		Rs.	Rs	Rs.					
6·29	6·29	...	...	...	4·53	36·19	36 02	*a*	*a*	*a* Information not available.
6·31	6·31	...	...	...	4·59	35·05	31·12	*a*	*a*	
7·14	7·14	...	...	...	4·06	33·91	29·16	*a*	*a*	
9·62	6·90	...	...	...	4 84	49·53	41·99	*a*	*a*	
10·00	7·70	...	...	...	4·94	53·61	45·52	*a*	*a*	
...	...	...	...	...	2·63	27·21	25·02	*a*	*a*	
...	...	...	...	...	2·58	31·34	28·44	*a*	*a*	
...	...	...	...	...	2 37	31·09	28·06	*a*	*a*	
...	...	...	...	...	2·27	30·29	27·70	*a*	*a*	
...	...	...	...	...	...	...	...	...	...	* Temporarily dismantled.
...	...	...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	...	...	*a*	36 95	*a*	*a*	*a*	
...	...	...	...	...	*a*	34·47	*a*	*a*	*a*	
...	...	...	...	...	*a*	35·93	*a*	*a*	*a*	
...	...	...	...	...	*a*	37·44	*a*	*a*	*a*	
...	...	...	...	...	*a*	40·28	*a*	*a*	*a*	
4·80	3·09	...	...	...	4·54	78·27	62·48	2,348·25	551·55	
4·81	3·00	...	...	...	4·23	64·01	51·57	1,970·85	423·65	
7·50	5·31	...	...	...	3·84	63 53	52·73	2,679 02	451 38	
7·53	5·75	...	...	...	3·67	76 27	59·82	3,218·70	554·62	
...	...	...	...	...	4·32	83·07	69·64	2,830·45	618 02	
...	...	...	...	...	3·50	40·28	40 28	*a*	*a*	
...	...	...	...	...	3 50	41·74	41·74	*a*	*a*	
...	...	...	...	...	3·00	39·33	32·34	*a*	*a*	
...	...	...	...	...	3·00	39·94	33·83	*a*	*a*	
...	...	...	...	...	11·38	59·43	53·24	*a*	*a*	
6·00	6·00	...	...	...	5·12	47·12	41·19	*a*	*a*	
6 00	6·00	...	...	...	5·12	44 93	38·87	*a*	*a*	
6·00	6·00	...	...	...	4·77	42·07	36·13	*a*	*a*	
6·00	6·00	...	...	...	4·77	46·64	40·56	*a*	*a*	
6·00	6·00	...	...	...	4·84	51·51	45·80	*a*	*a*	
...	...	...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	...	...		*a*	*a*	*a*	*a*	
11·00	11·00	...	...	...	7·83	29·47	14·73	*a*	*a*	
11·00	11·00	...	...	...	7·75	29·00	14·50	*a*	*a*	
11·00	11·00	...	...	...	12·00	26·25	13·12	*a*	*a*	
11·00	10·00	...	...	...	13·12	18·92	9·46	*a*	*a*	
**	...	...	...	...	7·50	19 35	9·67	*a*	*a*	
*										
...	...	...	...	...	8 97	44·93	*a*	*a*	*a*	
...	...	...	...	...	8·97	52 35	*a*	*a*	*a*	
...	...	...	...	...	9 81	66·56	*a*	*a*	*a*	
...	...	...	...	...	10·65	72·77	*a*	*a*	*a*	
...	...	...	...	...	17·88	72·77	*a*	*a*	*a*	*b* Excluding the Barasat-Basirhat, Bukhtiarpur-Bihar, Howrah-Amta, Howrah-Sheakhala, Arrah-Sasaram, Shahdara (Delhi)-Saharanpur Light and Madaya Light railways.
8·02	7·50	...	...	...	*a*	27·08	*a*	*a*		
8·18	7·50	...	...	...	*a*	35·44	*a*	*a*	*a*	
8·91	7·75	...	...	...	*a*	29·14	*a*	*a*	*a*	
10·46	10·00	...	...	...	18·08	23·62	23·62	5,406·51	2,568·34	
...	...	...	...	...	5·50	67·02	65·50	*a*	*a*	
...	...	...	...	...	5·50	70·00	67·20	*a*	*a*	
...	...	...	...	...	5·50	67·25	65·50	*a*	*a*	
...	...	...	...	...	7·00	67·00	65·50	*a*	*a*	
...	...	...	...	...	5·50	64·60	60·00	*a*	*a*	
10·00	10·00	...	...	...	2·65	27·35	27·34	3,228·37	936·72	
10·00	10·00	...	...	...	3·46	39·24	39·24	1,950·02	884·95	
...	...	...	...	...	3·34	35·02	35·02	3,726·91	1,188·07	*c* Excluding the railways mentioned in note *b* and the Bangalore-Chik Ballapur, Jessore-Jhenidah and Tarikere-Narasimharajapura railways.
...	...	...	...	...	3·59	33·29	33·29	2,817·50	976·74	
...	...	...	...	...	*a*	30·84	30·84	3,102·28	1,016·47	
...	...	...	...	...	3·75	31·33	30·50	*a*	*a*	
6·50	6·50	...	...	...	4·63	25·65	21·45	*a*	*a*	
7·59	7·50	...	...	...	4·40	22·24	16·73	*a*	*a*	
...	...	...	...	...	3·15	*a*	*a*	*a*	*a*	
...	...	...	...	...	3·28	*a*	*a*	*a*	*a*	*d* Excluding the railways mentioned in note *b* and Tarikere-Narasimharajapura railway.
...	...	1,985	...	...	...	...	...	...	...	
...	...	2,638	...	...	...	...	...	...	...	
...	...	6,796	...	...	...	...	...	...	...	
...	...	29,800	...	...	...	...	...	...	...	
...	...	48,014	...	...	...	...	...	...	...	

Quantity of Indian coal mined during the calendar years 1896 to 1918, quantity of coal by sea to Indian ports and to foreign ports outside India including Burma, and the during the financial

Particulars.	1896	1897	1898	1899	1900	1901	1902	1903
1	2	3	4	5	6	7	8	9
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Quantity of coal mined in each Province—								
Assam	177,259	185,533	200,329	225,623	216,736	254,100	221,096	239,328
Baluchistan	26,257	12,043	13,372	15,822	23,281	24,656	33,689	46,909
Bengal	3,037,920	3,142,497	3,622,090	4,035,265	4,078,492	5,487,585	6,259,236	6,361,212
Bihar and Orissa	*	*	*	*	*	*	*	*
Burma	22,993	11,472	6,975	8,105	10,228	12,466	13,302	9,306
Central India	115,386	124,778	134,726	164,569	164,489	164,362	171,538	193,277
Central Provinces	141,185	131,629	149,709	156,576	172,842	191,516	196,961	159,154
Kashmir	...	...	...	...	...	...	1,060	999
Madras	...	...	...	...	...	...	...	...
Nizam's Territory	262,681	365,550	394,022	401,216	469,291	421,218	455,424	363,733
North-West Frontier Province	...	...	...	...	...	...	...	...
Punjab	79,017	92,792	85,862	81,635	74,083	67,730	55,373	43,704
Rajputana (Bikaner)	...	...	511	4,249	9,260	12,094	16,503	21,764
United Provinces	1,000	...	...	...	...	...	...	...
Total ...	3,863,698	4,066,294	4,606,196	5,093,260	6,118,692	6,635,727	7,424,402	7,439,386
Quantity of Indian coal consumed by the locomotives on the railways in India.	1,182,151	1,328,120	1,418,241	1,560,771	1,858,061	1,956,631	2,091,992	2,203,999
Quantity of Indian coal exported by sea—								
To Indian Ports, excluding Burma	389,843	731,742	737,089	672,311	1,030,709	1,157,892	974,602	1,285,318
To ports outside of India, including Burma	191,080	390,979	420,290	467,306	711,674	845,983	728,316	723,973
Quantity of foreign coal imported into India—								
From the United Kingdom	†324,420	†210,257	†297,076	†406,451	†917,710	†112,519	†196,574	†133,711
From other countries	†93,213	†47,016	†34,209	†112,064	†43,939	†79,108	†20,773	†30,429

* The quantity of coal mined during these years has been included with the output of Bengal.
† Excludes the quantity of coal imported on Government Account.

DIX 15.

consumed by locomotives on the railways in India and quantity of Indian coal exported quantity of foreign coal imported into India, during the calendar years 1896 to 1912 and years 1913-14 to 1918-19.

1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918
10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
266,765	277,065	285,490	295,795	275,224	305,563	297,236	294,698	297,160	270,862	305,160	311,296	297,315	301,480	294,464
49,867	41,725	42,164	43,488	45,212	52,449	52,614	45,707	54,296	53,932	49,234	[illegible]307	42,263	40,795	43,125
7,063,680	7,234,103	8,617,830	9,998,348	11,559,911	10,660,811	10,778,530	11,469,904	4,306,129	4,649,985	4,424,557	4,975,460	4,993,376	4,637,571	5,305,299
*	*	*	*	*	*	*	*	9,126,385	10,227,557	10,661,062	10,718,155	10,702,693	11,952,419	13,679,060
1,105	...	1,222	...	...	...	...	...	...	...	...	[illegible]	...	...	...
185,774	157,701	170,392	178,598	155,107	121,546	130,400	143,557	149,921	148,978	152,906	139,690	200,285	198,467	199,275
139,027	147,265	92,848	134,088	213,789	238,100	220,437	211,616	233,996	235,651	244,745	253,[illegible]	297,832	271,498	261,470
270	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
419,546	454,394	467,926	416,221	444,211	442,892	506,173	505,[illegible]	461,653	553,133	555,991	596,834	615,290	490,639	659,[illegible]
...	...	...	...	90	96	90	140	50	90	94	60	75	[illegible]	240
45,594	62,632	73,119	60,749	54,794	37,206	49,189	30,575	38,469	51,040	54,303	7,911	47,449	[illegible]	50,418
45,078	42,964	32,372	28,062	21,297	11,449	12,744	14,761	18,251	18,781	17,211	17,796	13,941	[illegible]	11,[illegible]
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8,216,706	8,417,789	9,783,251	11,147,389	12,769,635	11,870,114	12,047,413	12,715,533	14,706,389	16,208,009	16,464,263	17,106,983	17,254,309	18,212,918	20,731,[illegible]
									1913-14	1914-15	1915-16	1916-17	1917-18	1918-19
2,447,341	2,[illegible]6,530	2,863,878	3,265,444	3,556,539	3,667,896	3,801,248	4,223,019	4,590,818	4,702,479	*4,946,875	*5,143,108	*5,459,443	5,616,725	5,880,165
1,447,367	1,635,263	1,630,793	1,865,056	2,124,642	1,716,623	1,651,322	1,604,066	1,75[illegible]7,075	1,914,495	1,669,714	396,280	72,487	26,108	13,423
896,885	1,144,690	1,394,732	1,040,242	1,045,695	912,154	1,391,248	1,253,971	[illegible]325,338	1,206,478	1,041,339	1,245,569	1,259,094	45,746	240,456
†174,905	†147,760	†199,215	†227,176	†173,483	†311,252	†261,316	†245,043	†144,804	219,[illegible]55	177,967	31,967	6,250	Information not available.	15,561
†77,169	†50,024	†27,150	†74,412	†211,840	†179,169	†54,744	†73,626	†415,987	[illegible]52,169	242,953	104,[illegible]23	45,069		60,397

* Revised.

APPEN

Details of working of State collieries, worked by

Colliery.	Owned by	Province.	Year.	Capital outlay.	Output.			
					Large coal.	Small coal.	Slack coal.	Total.
1	2	3	4	5	6	7	8	9
				Rs.	Tons.	Tons.	Tons.	Tons.
Bokharo-Ramgarh ...	East Indian and Bengal-Nagpur railways.	Bihar and Orissa.	1916-17	13,31,674	168,791	22,445	22,875	214,111
			1917-18	14,41,246	209,808	30,996	49,930	290,734
			1918-19	14,40,262	258,439	41,907	51,871	352,217
Kurhurbaree and Serampore	East Indian railway.	Bihar and Orissa.	1914-15	36,58,317	564,471	51,082	101,375	716,928
			1915-16	38,51,274	654,347	35,854	120,897	811,098
			1916-17	31,39,247	604,405	12,553	147,834	764,792
			1917-18	30,74,667	546,521	9,903	147,581	704,005
			1918-19	30,08,520	615,639	66,784	101,744	784,167
Mohpan	Great Indian Peninsula railway.	Central Provinces.	1914-15	10,43,439	51,265	2,366	†5,084	58,715
			1915-16	9,26,073	45,896	3,817	†2,804	52,517
			1916-17	8,31,364	51,455	4,184	†668	56,307
			1917-18	7,61,920	63,268	10,194	†1,613	75,075
			1918-19	6,34,053	49,922	25,146	†2,213	77,281
Kargali	Great Indian Peninsula railway	Central Provinces.	1917-18	16,40,496	64,520	1,713	†4,580	70,813
			1918-19	19,62,429	167,371	24,852	...	192,223
Khost ...	North-Western railway.	Baluchistan	1914-15	2,21,369	336	*39	‡36,088	36,453
			1915-16	2,17,887	228	*19	‡29,437	29,684
			1916-17	1,96,068	904	*79	‡28,753	29,736
			1917-18	1,98,374	478	42	‡24,457	24,977
			1918-19	2,19,183	5,763	*19	16,233	22,015
Khost pressed fuel factory ...	North Western railway.	Baluchistan	1914-15	43,675	...	...	...	§17,966
			1915-16	40,399	...	...	...	§15,305
			1916-17	37,369	...	...	...	§14,062
			1917-18	34,566	...	...	...	§12,035
			1918-19	31,974	...	...	...	§9,100
Sor	North Western railway.	Baluchistan	1918-19	1,74,694	40	...	‡709	749

* Nut coal.
‡ Mixed coal.
† Splint coal.
§ Pressed fuel.

DIX 16.

either Railway Companies or the State.

Quantity issued.	Gross earnings.	Working expenses.	Net gain or loss.	Percentage on capital.	Average number of persons employed daily.	Number of tons raised per person employed.	Number of persons killed.	Number of persons injured.	Remarks.
10	11	12	13	14	15	16	17	18	19
Tons.	Rs.	Rs.	Rs.	Per cent.		Tons.			
217,535	*2,93,256	2,93,256	...	...	1,978	109	...	7	The decrease in the capital outlay in 1918-19 is due to credit to the Sinking Fund.
290,594	*5,59,373	5,59,373	...	...	2,236	130	...	2	
348,147	*6,80,346	6,80,346	...	...	2,893	122	1	10	
675,369	12,62,994	12,62,994	...	...	8,668	83	3	9	The capital outlay is approximate and is made up of the purchase money, Rs. 3,05,154, which represents half the original cost of buildings, plant, etc., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from 1st January 1880.
758,880	*14,23,489	14,23,489	...	...	8,084	100	4	13	
792,615	*13,67,760	13,67,760	...	...	8,876	91	8	19	The decrease in the capital outlay in 1916-17 is due to credits to the Sinking Fund and the capital outlay on account of the Bokharo Joint Colliery having now been shown separately.
705,842	*15,87,256	15,87,256	...	...	8,789	80	5	11	
782,427	*18,14,164	18,14,164	...	...	9,303	84	3	12	The decrease in the capital outlay in 1917-18 and 1918-19 is due to credits to the Sinking Fund.
58,854	3,03,260	4,76,984	—1,73,724	...	1,264	46	1	5	The capital outlay is made up of the purchase money, £40,000, and the expenditure incurred from the date of purchase, 1st July 1906.
53,571	2,67,563	4,42,547	—1,74,984	...	1,190	44	1	1	
54,935	2,99,261	4,72,939	—1,73,678	...	1,333	46	...	2	The decrease in the capital outlay in 1915-16, 1916-17, 1917-18 and 1918-19, is due to credits to the Sinking Funds and also to credit of the value of Bungalows dismantled in 1918-19.
72,804	3,98,999	5,76,191	—1,77,192	...	1,425	53	1	4	
80,120	4,70,731	6,64,743	—1,94,012	...	1,466	53	1	6	
70,913	1,80,506	1,65,378	15,133	0·92	1,950	37	1	2	This colliery was opened for working from 1st October 1917. Prior to that date, *i.e.*, while the colliery was under development, the cost of coal taken out and issued was debited and credited to capital outlay. (General Block Account.)
161,035	4,82,008	4,59,499	22,509	1·13	3,524	35	...	2	
36,155	3,00,560	2,90,505	10,055	4·54	667	55	4	3	The decrease in the capital outlay in 1915-16 was due to the Sinking Fund charge at annas 8 per ton levied on the total output to redeem the life of the colliery and the excess of the receipts of stores over the issues.
31,810	2,53,201	2,99,115	—46,914	...	700	42	3	5	
29,522	2,58,957	2,82,963	—24,006	...	632	47	1	3	The decrease in the capital outlay in 1916-17 was due to the Sinking Fund charge at annas 8 per ton on the total out put and to the balance under Reserve Material Account having been reduced
24,075	2,34,469	2,67,849	—33,380	...	540	46	5	5	
21,975	2,17,686	2,76,745	—59,059	...	510	43	1	...	
17,966	2,16,642	2,20,095	—3,453	...	30	599	...	...	The capital outlay is made up of the purchase money, Rs. 24,927, and the expenditure incurred from the date of purchase.
15,595	1,94,272	2,12,928	—18,656	...	28	547	...	...	
14,062	1,82,811	1,94,927	—12,116	...	21	670	...	...	The decrease in the capital outlay in 1915-16, 1916-17, 1917-18 and 1918-19, was due chiefly to depreciation charges at 7½ per cent adjusted by credit to Block Account and debit to profits of the colliery.
12,035	1,75,093	1,79,948	—4,855	...	21	573	1	...	
9,100	1,45,593	1,76,706	—31,113	...	20	455	...	...	
660	†	‡	...	6·13	22	3	...	1	† Credited to the Block account.

‡ Debited to the Block account.

*Coal issued to railway at cost price.

Rolling-stock under different heads on each

Railway.	Engines.				Coaching		
					Saloons, Royal and State.		
	Employed exclusively on passenger working.	Employed exclusively on goods working.	Employed on mixed working or on both passenger working and goods working.	Total.	4-wheeled.	6-wheeled.	Bogie.
1	2	3	4	5	6	7	8
5′ 6″ gauge.							
Bengal-Nagpur	89	...	423	512	...	...	...
Bombay, Baroda and Central India	148	...	214	362	...	...	...
Eastern Bengal	103	87	125	315	...	...	...
East Indian ... *	148	920	189	1,257	...	...	2
Great Indian Peninsula	342	686	208	1,236	...	...	...
Madras and Southern Mahratta	77	...	193	270	...	1	1
Nizam's Guaranteed State	10	21	50	81	5	...	6
North Western	286	955	209	1,450	...	...	...
Oudh and Rohilkhand	99	...	182	281	...	...	15
South Indian	33	...	109	142	...	...	...
Bombay Port Trust	...	27	...	27	...	...	...
Calcutta Port Commissioners'	...	58	...	58	...	...	...
Total ...	1,335	2,754	1,902	5,991	5	1	24
3′ 3½″ gauge.							
Assam-Bengal	5	...	132	137	...	...	1
Bengal and North-Western	...	...	311	311	...	2	...
Bengal Dooars	...	...	16	16	...	...	...
Bhavnagar State	...	...	23	23	...	...	...
Bombay, Baroda and Central India	227	...	*346	573	...	...	1
Burma	12	...	299	311	...	...	2
Dibru-Sadiya	...	...	27	27	...	...	...
Eastern Bengal	58	65	111	234	...	...	1
Gondal-Porbandar State	...	...	18	18	...	...	...
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	22	10	31	63	...	1	3
Jamnagar	...	...	4	4	...	...	...
Jodhpur-Bikaner	...	...	105	105	1	1	4
Junagad State	...	...	13	13	...	...	...
Madras and Southern Mahratta	54	27	242	323	...	...	7
Morvi	...	...	10	10	...	...	1
Mysore-Arsikere	...	...	7	7	...	...	...
Rohilkund and Kumaon	7	2	51	60	...	...	...
South Indian	35	...	280	315	...	...	4
Udaipur-Chitorgarh	...	...	4	4	...	...	...
Total ...	420	104	2,030	2,554	1	4	24

* Includes 70 auxiliary water tanks used for locomotive purposes only.

DIX 17.

railway on the 31st March 1919.

VEHICLES.

Reserved carriages.			Dining cars.			First class carriages.		
4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.
9	10	11	12	13	14	15	16	17
36	...	5	...	...	7	23	...	...
27	5	5	...	...	5	1	...	6
25	...	8	...	...	2	11	...	4
61	2	8	...	...	9	53	...	20
40	...	5	...	...	21	63	...	29
13	10	1	...	...	4	23	...	4
15	...	1	...	...	...	7	...	...
101	6	*35	...	...	†18	54	...	9
39	...	5	...	...	3	31	...	...
5	2	...	1	...	...	4	1	...
...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...
362	25	78	1	...	69	270	1	72
31	...	8	...	...	...	...	...	...
15	9	2	...	3	...	5	27	...
4	1	...	...	...	...	...	2	...
3	...	1	...	...	...	5	...	...
33	...	11	...	...	5	44	...	...
37	2	18	...	...	1	16	...	1
2	...	...	...	...	...	...	...	...
19	10	6	...	...	1	3	13	3
6	...	1	...	...	...	4	...	...
4	5	4	...	...	...	...	6	...
2	...	...	...	...	...	2	...	...
14	...	1	...	...	3	4	...	...
5	...	2	...	...	...	4	...	...
13	...	7	...	...	3	41	...	3
3	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...
5	4	...	...	...	1	5	3	...
9	...	15	...	...	6	13	...	25
1	...	...	...	...	...	1	...	...
206	31	76	...	3	25	147	51	54

* Includes 11 carriages for tourists.
† Includes two dining cars for Indian passengers.

APPEN

Rolling-stock under different heads on each

Railway.	ENGINES.				COACHING		
					SALOONS, ROYAL AND STATE.		
	Employed exclusively on passenger working.	Employed exclusively on goods working.	Employed on mixed working or on both passenger working and goods working.	Total.	4-wheeled.	6-wheeled.	Bogie.
1	2	3	4	5	6	7	8
2' 6" gauge.							
Ahmadpur-Katwa	...	...	2	2	...	...	...
Arakan-Light...	...	...	3	3	...	...	...
Arrah-Sasaram Light	...	...	5	5	...	...	...
Bankura-Damoodar River	...	...	6	6	...	...	...
Baraset-Basirhat Light	...	...	7	7	...	...	...
Barsi Light	...	...	17	17	...	...	...
Bengal-Nagpur	...	...	111	111	...	...	...
Bengal Provincial	...	...	6	6	...	...	...
Bombay, Baroda and Central India	...	...	28	28	2	...	1
Bukhtiarpur-Bihar Light	...	...	4	4	...	...	...
Burdwan-Katwa	...	...	4	4	...	...	...
Champaner-Shivrajpur-Pani Light...	...	...	4	4	...	...	...
Cutch State	...	...	3	3	...	...	...
Debri-Rohtas Light	...	...	3	3	...	...	...
Dholpur-Bari	...	...	4	4	...	...	...
Dhond-Baramati	...	...	2	2	...	...	...
Eastern Bengal	...	...	9	9	...	...	...
Ellichpur-Yeotmal	...	...	13	13	...	...	...
Godhra-Lunavada	...	...	2	2	...	...	...
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	...	...	26	26	...	...	...
Jessore-Jhenidah	...	...	6	6	...	...	...
Kalighat-Falta	...	...	5	5	...	...	...
Kalka-Simla	...	...	22	22	...	...	...
Kolar District and Bangalore-Chik Ballapur Light...	...	...	7	7	...	...	1
Madaya Light	...	...	Information not available.		...	...	...
Morappur-Hosur and Tirupattur-Krishnagiri	...	...	8	8	...	...	...
Morvi	...	...	6	6	...	...	...
Mourbhanj State	...	...	3	3	...	...	...
Nadiad-Kapadvanj	...	...	3	3	...	...	...
Pachora-Jamner	...	...	2	2	...	...	...
Parlakimedi Light	...	...	3	3	...	...	1
Powayan Light*	...	...	...	...	...	...	...
Pulgaon-Arvi	...	...	...	...	...	Included with the	
Shahdara (Delhi)-Saharanpur Light	...	...	8	8	...	...	...
Tezpore-Balipara Light	...	...	4	4	...	...	...
Trans-Indus (Kalabagh-Bannu)	...	...	27	27	...	...	...
Total	...	...	363	363	2	...	3
3' 0" gauge.							
Darjeeling-Himalayan	...	...	26	26	...	...	...
Gwalior Light	...	...	22	22	...	...	2
Howrah-Amta Light	...	...	16	16	...	...	...
Howrah-Sheakhala Light	...	...	3	3	...	...	...
Jagadhri Light	...	...	2	2	...	...	...
Jorhat (Provincial)	...	...	8	8	...	...	...
Kulasekarapatnam Light	...	...	6	6	...	...	...
Matheran Light	...	...	5	5	2	...	...
Piparia-Bilara Light*	...	...	2	2	...	...	...
Tarikere-Narasimharajapura	...	...	2	2	...	...	...
Tumsar-Tirodi Light	...	13	...	13	...	...	...
Total	...	13	92	105	2	...	2
GRAND TOTAL	1,755	2,871	4,387	9,013	10	5	53

*Temporarily dismantled.

DIX 17—*contd.*

railway on the 31st March 1919.

VEHICLES.

Reserved carriages.			Dining cars.			First class carriages.		
4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.
9	10	11	12	13	14	15	16	17
1						2		
1						3		
		1						
8		8						
1								
		1						
						1		
		1						
		1						
		1						
2						2		
3		1				2		
1		4				1		
1								
1		2						
						2		
Ellichpur-Yeotmal Railway								
1						3		
1		1						
21		21				16		
5		5				9		
		1						
1								
					2			
						14		
6		6			2	23		1
595	56	176	1	3	96	456	52	14

APPEN

Rolling-stock under different heads on each

Railway.	COACHING								
	Composite, 1st and 2nd class.			Composite, 1st, 2nd and 3rd class. (For servants or otherwise.)			Other composite carriages.		
	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.
18	19	20	21	22	23	24	25	26	27
5' 6" gauge.									
Bengal-Nagpur	47	...	42	...	...	6	5	...	6
Bombay, Baroda and Central India	23	4	52	...	...	14	...	...	10
Eastern Bengal	40	...	36	...	...	...	1	...	58
East Indian	38	...	105	...	...	...	12	...	27
Great Indian Peninsula	87	...	157	...	...	12	...	...	*45
Madras and Southern Mahratta	52	...	18	...	...	18	3	...	25
Nizam's Guaranteed State	11	...	4	...	...	3	...	...	1
North Western	...	88	...	...	...	215	10	...	25
Oudh and Rohilkhand	40	...	15	...	...	...	4	...	54
South Indian	24	...	25	...	...	19	...	...	6
Bombay Port Trust	...	...	...	...	...	...	...	...	...
Calcutta Port Commissioners	...	...	...	...	...	...	...	...	...
Total	362	92	449	...	...	287	35	...	257
3' 3½" gauge.									
Assam-Bengal	3	...	28	...	...	48	...	...	2
Bengal and North-Western	13	18	16	...	...	...	...	...	1
Bengal Dooars	1	7	...	...	...	...	...	...	1
Bhavnagar State	5	...	9	...	...	...	...	...	1
Bombay, Baroda and Central India	37	...	75	...	...	43	...	...	8
Burma	23	...	28	...	...	49	...	...	28
Dibru-Sadiya	...	...	...	...	...	...	2	...	10
Eastern Bengal	9	33	43	...	...	...	...	...	59
Gondal-Portandar State	3	...	7	...	...	...	...	...	...
Hyderabad-Godavari Valley, Himgoli Branch and Secunderabad-Gadwal.	...	10	7	...	...	...	...	2	4
Jamnagar	2	...	...	...	...	...	...	...	...
Jodhpur-Bikaner	21	...	3	...	...	...	1	...	10
Junagad State	...	...	5	...	...	...	...	...	...
Madras and Southern Mahratta	50	...	20	...	...	16	...	...	16
Morvi	10	...	2	...	...	...	...	...	...
Mysore-Arsikere	...	...	2	...	...	...	...	...	...
Rohilkund and Kumaon	3	3	6	...	...	2	...	...	4
South Indian	42	...	60	...	...	36	...	...	28
Udipur-Chitorgarh	4	...	...	...	...	...	...	...	...
Total	231	71	311	...	...	194	3	2	172

* Includes 4 composite restaurant and sleeping carriages.

DIX 17—*contd.*

railway on the 31st March 1919.

VEHICLES—*contd.*

Second class.			Second class with postal accommodation.	Intermediate class.					Composite, Intermediate and third class.	Intermediate and postal carriages.	Intermediate, third and postal carriages.	Lower class.	Third class carriages without brake compartments.	
							Ambulance.							
4-wheeled.	6-wheeled.	Bogie.		4-wheeled.	6 wheeled.	Bogie.	4-wheeled.	Bogie.					4-wheeled.	6-wheeled.
28	29	30	31	32	33	34	35	36	37	38	39	40	41	42
23	...	2	...	21	...	28	...	...	20	3	...	...	283	...
18	...	17	...	...	...	...	...	...	...	...	...	...	62	13
10	...	2	...	18	...	8	7	...	73	6	4	...	142	...
52	...	10	...	47	...	45	...	...	155	...	8	...	516	...
118	...	20	22	...	...	...	...	...	17	...	...	...	496	...
33	4	2	...	4	...	...	...	...	12	...	...	...	268	...
10	...	...	...	...	...	...	...	...	...	...	...	...	24	...
64	...	...	...	98	...	17	...	...	263	...	...	...	219	...
28	...	...	...	31	...	4	...	...	76	...	2	...	49	...
22	...	...	...	...	...	...	...	...	...	...	...	...	66	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
378	4	53	22	219	...	102	7	...	616	9	14	...	2,075	13
...	...	...	...	...	...	...	...	...	15	...	...	...	...	...
8	26	...	...	...	32	...	...	...	84	...	...	...	194	343
...	...	...	...	...	...	...	...	...	8	...	...	...	8	16
5	...	...	2	...	...	...	...	...	...	...	...	...	45	...
31	...	...	...	22	...	4	...	...	11	3	...	...	416	...
26	...	...	...	...	...	...	...	...	...	...	...	...	270	...
...	...	...	...	...	...	...	...	...	...	...	...	...	17	3
3	...	...	...	36	...	12	...	...	67	2	2	...	169	...
11	...	...	2	...	...	...	...	...	...	...	...	...	38	...
...	10	...	...	...	...	...	...	...	...	...	...	...	...	50
1	...	...	...	...	...	...	...	...	...	...	...	...	14	...
10	...	...	...	16	...	3	...	...	...	...	...	...	68	...
9	...	...	1	...	...	...	...	...	...	...	...	...	12	...
32	...	8	...	...	...	...	...	...	10	...	...	...	237	...
1	...	...	8	...	...	...	...	...	...	...	...	...	28	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2	8	...	...	3	...	...	...	...	10	...	7	...	69	29
20	...	15	...	...	...	...	...	...	...	...	...	...	236	1
1	...	...	...	...	...	...	...	...	2	...	...	...	24	...
160	30	28	8	77	32	19	...	...	207	5	9	...	1,830	442

APPEN

Rolling-stock under different heads on each

Railway.	COACHING								
	Composite, 1st and 2nd class.			Composite, 1st, 2nd and 3rd class, (For servants or otherwise.)			Other composite carriages.		
	4-wheeled.	6 wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.
18	19	20	21	22	23	24	25	26	27
2' 6" gauge.									
Ahmadpur-Katwa	3								
Arakan Light									2
Arrah-Sasaram Light									
Bankura-Damoodar River	4								
Baraset-Basirhat Light							1		
Barsi Light			4						6
Bengal-Nagpur	2		31			2			6
Bengal Provincial	2						2		
Bombay, Baroda and Central India									10
Bukhtiarpur-Bihar Light	2								
Burdwan-Katwa	3								
Champaner-Shivrajpur-Pani Light									2
Cutch State			1						1
Dehri-Rohtas Light									2
Dholpur-Bari									1
Dhond-Baramati									
Eastern Bengal	4						5		
Ellichpur-Yeotmal									12
Godhra-Lunavada									2
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.		11							
Jessore-Jhenidah	3								1
Kalighat-Falta	4								1
Kalka-Simla		1	24			4			
Kolar District and Bangalore-Chik Ballapur Light						4			2
Madaya Light	Information not available.								
Morappur-Hosur and Tirupattur-Krishnagiri									6
Morvi			4						2
Mourbhanj State									2
Nadiad-Kapadvanj									2
Pachora-Jamner									1
Parlakimedi Light									1
Powayan Light*									
Pulgaon-Arvi								Included	with the
Shahdara (Delhi)-Saharanpur Light									
Tezpore-Balipara Light									5
Trans-Indus (Kalabagh-Bannu)		2	1						8
Total	27	14	65	...	...	10	8	...	75
2' 0" gauge.									
Darjeeling-Himalayan	6		7			4	1		10
Gwalior Light									4
Howrah-Amta Light							5		4
Howrah-Sheakhala Light							3		4
Jagadhri Light							1		
Jorhat (Provincial)						1			
Kulasekarapatnam Light									
Matheran Light	1					1	2		
Pipar-Bilara Light									2
Tarikere-Narasimharajapura									
Tumsar-Tirodi Light									
Total	7	...	7	...	...	6	12	...	24
GRAND TOTAL	627	177	632	...	...	497	58	2	528

*Temporarily dismantled.

DIX 17—*contd.*

railway on the 31st March 1919.

VEHICLES—*contd.*

Second class.			Second class with postal accommodation.	Intermediate class.					Composite, intermediate and third class.	Intermediate and postal carriages.	Intermediate, third and postal carriages.	Lower class.	Third class carriages without brake compartments.	
							Ambulance.							
4-wheeled.	6-wheeled.	Bogie.		4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	Bogie.					4-wheeled.	6-wheeled.
28	29	30	31	32	33	34	35	36	37	38	39	40	41	42
...	...	...	...	2	...	...	...	...	...	...	...	...	12	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	2	...	...	...	...	...	...	...	...	18	...
...	...	...	...	3	...	...	...	...	1	...	...	...	15	...
...	...	...	...	5	...	...	...	...	1	...	...	...	27	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	3	...	...	...	3	...	...	25	...	...	...	14	...
...	...	...	...	...	...	...	...	...	2	...	...	...	10	...
1	...	11	...	...	...	...	...	...	...	...	...	86	...	...
...	...	...	...	3	...	...	...	...	...	...	...	...	12	...
...	...	...	...	3	...	...	...	...	...	...	...	...	13	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	4	...	...
...	...	...	...	...	...	...	...	...	1	...	...	...	4	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	2	...	...	...	...	1	...	...	...	40	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2	...	...	...	8	...	...	...	...	...	...	...	...	39	...
...	...	...	...	...	...	...	...	...	2	...	...	...	5	...
...	...	...	...	3	...	...	...	...	...	...	...	...	26	...
2	...	...	...	...	...	...	...	...	6	...	...	...	4	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3	...	...	2	...	...	...	...	...	...	...	...	...	10	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	2	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ellich	pur-Ye	otmal	Railway	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	3	...	...	...	...	...	...	...	...	27	...
...	...	...	...	...	...	...	...	...	...	...	...	9	...	...
...	...	...	...	...	...	...	...	...	3	...	...	...	6	...
3	...	14	2	34	...	3	...	...	42	...	...	101	282	...
8	...	1	...	...	...	...	...	...	...	...	...	...	30	...
5	...	...	...	...	...	...	...	...	...	...	...	...	24	...
...	...	...	...	8	...	...	...	...	...	...	...	...	79	...
...	...	...	...	3	...	...	...	...	...	...	...	...	16	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	3	...
...	...	...	...	...	...	2	...	...	4	...	...	14	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	1	...
7	...	...	...	...	...	...	...	...	...	...	...	...	6	...
...	...	...	...	...	...	...	...	...	...	...	...	...	2	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20	...	1	...	11	...	2	...	...	4	...	...	14	161	...
566	48	91	32	341	32	126	7	...	869	14	23	115	4,348	455

Rolling-stock under different heads on each

Railway.	COACHING								
	THIRD CLASS CARRIAGES WITHOUT BRAKE COMPARTMENTS—*concld.*			THIRD CLASS CARRIAGES WITH BRAKE COMPARTMENTS.					Third class and postal vans.
		Ambulance.					Ambulance.		
	Bogie.	4-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	Bogie.	
43	44	45	46	47	48	49	50	51	52
5' 6" gauge.									
Bengal-Nagpur	269	22	...	65	...	...	...	...	16
Bombay, Baroda and Central India	366	8	9	4	...	15	...	...	25
Eastern Bengal	143	...	...	23	...	31	...	...	6
East Indian	287	98	...	16	...	30	...	...	52
Great Indian Peninsula	304	12	100	105	...	16	22	10	29
Madras and Southern Mahratta	77	46	...	55	...	...	...	...	13
Nizam's Guaranteed State	15	...	...	...	...	...	...	...	4
North Western	323	380	282	6	...	...	...	...	88
Oudh and Rohilkhand	41	166	128	2	...	7	11	...	31
South Indian	88	...	...	23	...	8	...	...	9
Bombay Port Trust	...	...	...	...	...	...	...	...	...
Calcutta Port Commissioners'	...	...	...	...	...	...	...	...	...
Total ...	1,913	782	514	299	...	107	33	10	268
3' 3½" gauge.									
Assam-Bengal	153	...	...	...	...	...	...	...	22
Bengal and North-Western	222	...	...	...	...	...	...	...	23
Bengal Dooars	6	...	...	...	...	...	...	...	4
Bhavnagar State	20	...	...	...	...	...	...	...	1
Bombay, Baroda and Central India ...	521	4	4	25	...	...	...	...	41
Burma	282	10	...	18	...	23	...	11	60
Dibru-Sadiya	12	...	...	...	...	...	...	...	1
Eastern Bengal	226	...	...	...	...	2	...	...	16
Gondal-Porbandar State	12	...	...	2	...	1	...	...	1
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	26	...	...	...	2	1	...	...	5
Jamnagar	3	...	...	...	...	...	...	...	1
Jodhpur-Bikaner	68	...	...	1	...	...	...	...	17
Junagad State	14	...	...	1	...	...	...	...	1
Madras and Southern Mahratta	188	1	...	184	...	19	2	...	36
Morvi	9	...	...	1	...	...	...	...	1
Mysore-Arsikere	6	...	...	...	...	...	...	...	2
Rohilkund and Kumaon	52	...	...	2	...	...	...	...	1
South Indian	576	...	...	...	...	78	...	...	42
Udaipur-Chitorgarh	...	...	...	2	...	...	...	...	1
Total ...	2,896	15	4	286	2	124	2	11	276

DIX 17—*contd.*

railway on the 31st March 1919.

VEHICLES—*concld.*

Brake-vans (used exclusively on passenger service).	Brake-vans with		Brake-vans fitted with postal compartments.	Postal vans.	Composite, postal and other carriages.	Prison vans.	Carriage trucks.	Horse boxes.	Luggage vans.	Produce venders' vans.	Milk vans.	Fish vans.	Store, ice and stationery vans.	Miscellaneous.	Total coaching vehicles.	Total number of axles of coaching vehicles in use on the line.
	Intermediate class.	Third class.														
53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69
32	7	58	...	...	14	...	20	36	*29	...	...	...	...	35	1,110	3,128
64	6	29	...	...	...	...	18	31	78	...	...	...	2	...	917	3,010
23	18	...	...	1	2	...	9	22	55	16	20	31	...	42	897	2,514
161	18	217	...	13	...	...	69	100	81	10	...	6	1	161	2,390	6,566
172	1	110	10	6	2	5	70	120	135	...	...	...	...	...	2,361	6,466
...	...	77	...	...	...	...	27	27	47	...	...	...	...	...	860	2,167
19	...	9	...	...	...	...	4	15	1	...	...	...	...	11	165	416
392	...	151	8	...	...	23	67	159	...	...	...	2	58	186	3,332	9,288
184	...	10	...	...	2	...	22	80	21	...	...	...	8	6	1,110	2,826
...	...	29	3	4	...	...	13	18	13	...	...	...	...	1	384	1,129
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1,037	50	590	21	24	20	28	319	608	460	26	20	39	69	442	13,526	37,510
...	108	...	...	...	...	...	11	20	14	...	...	3	...	1	468	1,540
...	...	...	...	...	...	...	5	30	1	...	...	...	...	...	1,079	3,198
...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	54	158
14	...	3	...	...	...	...	2	5	...	...	...	...	...	...	121	306
17	...	92	...	...	...	2	38	84	17	...	...	...	2	4	1,592	4,884
...	...	84	...	...	...	3	1	37	16	...	...	...	...	98	1,150	3,474
8	...	...	...	...	...	...	...	7	...	...	...	...	...	...	62	180
49	2	...	...	3	2	...	7	32	87	...	...	23	...	44	991	2,974
7	...	3	...	...	3	...	3	2	...	...	...	...	...	...	101	258
22	...	10	...	...	...	...	2	12	...	...	...	...	...	...	186	578
4	...	...	...	...	...	...	...	1	...	...	...	...	...	...	30	66
6	...	9	...	...	...	...	4	14	...	...	...	...	1	3	278	802
3	...	4	...	...	...	...	2	3	...	...	...	...	...	...	66	182
...	...	290	...	...	...	6	20	49	24	...	...	...	...	11	1,303	3,384
5	...	3	...	...	...	...	1	4	1	...	...	...	...	...	73	176
...	...	3	...	...	...	...	2	...	...	...	...	...	...	...	15	56
...	...	6	10	...	...	...	...	12	...	...	...	...	...	3	253	702
55	...	110	...	...	...	...	8	24	16	...	...	...	...	43	1,467	4,949
...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	37	74
190	110	617	10	3	5	11	106	338	176	...	...	26	3	212	9,330	27,891

APPEN

Rolling-stock under different heads on each

Railway.	COACHING								
	THIRD CLASS CARRIAGES WITHOUT BRAKE COMPARTMENTS—*concld.*			THIRD CLASS CARRIAGES WITH BRAKE COMPARTMENTS.					Third class and postal vans.
	Bogie.	Ambulance.		4-wheeled.	6-wheeled.	Bogie.	Ambulance.		
		4-wheeled.	Bogie.				4-wheeled.	Bogie.	
43	44	45	46	47	48	49	50	51	52
2' 6" gauge.									
Ahmadpur-Katwa	...	...	...	...	...	...	...	...	2
Arakan Light	...	...	...	...	...	8	...	...	...
Arrah-Sasaram Light	...	...	...	...	...	...	...	...	...
Bankura-Damoodar River	...	...	...	...	...	...	...	...	4
Baraset-Basirhat Light	...	3	...	...	...	...	...	...	1
Barsi Light	...	32	...	...	...	2	...	...	...
Bengal-Nagpur	...	198	...	...	...	...	...	...	...
Bengal Provincial	...	2	...	...	3	...	2	...	...
Bombay, Baroda and Central India	...	...	...	...	...	...	...	...	...
Bukhtiarpur-Bihar Light	...	...	...	...	...	...	...	...	1
Burdwan-Katwa	...	...	...	...	...	...	...	...	3
Champaner-Shivrajpur-Pani Light	...	2	...	...	...	...	...	...	...
Cutch State	...	...	...	...	...	...	...	...	...
Dehri-Rohtas Light	...	...	...	...	...	...	...	...	...
Dholpur-Bari	...	3	...	...	...	2	...	...	...
Dhond-Baramati	...	2	...	...	...	2	...	...	...
Eastern Bengal	...	...	...	8	...	...	...	...	2
Ellichpur-Yeotmal	...	18	...	...	...	1	...	...	...
Godhra-Lunavada	...	4	...	...	...	...	...	...	...
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai		23	...	5	...	...	...	...	...
Jessore-Jhenidah	...	2	...	...	...	...	...	...	2
Kalighat-Falta	...	3	...	...	...	1	...	...	...
Kalka-Simla	...	17	...	...	...	6	...	...	...
Kolar District and Bangalore-Chik Ballapur Light		10	...	...	...	...	...	...	...
Madaya Light	...	In formation not available.			...	...	...	...	...
Morappur-Hosur and Tirupattur-Krishnagiri		18	...	...	...	...	...	...	...
Morvi	...	11	...	...	...	...	...	...	2
Mourbhanj State	...	5	...	...	...	...	...	...	...
Nadiad-Kapadvanj	...	5	...	...	...	...	...	...	...
Pachora-Jamner	...	1	...	...	...	1	...	...	...
Parlakimedi Light	...	5	...	...	...	...	...	...	...
Powayan Light *	...	...	...	...	...	...	...	...	...
Pulgaon-Arvi	...	...	...	...	...	...	...	Included	with the
Shahdara (Delhi)-Saharanpur Light		...	...	...	6	...	...	...	3
Tezpore-Balipara Light	...	...	...	...	...	...	...	...	...
Trans Indus (Kalabagh-Bannu)	...	28	...	15	...	...	...	...	3
Total	...	382	...	20	17	...	25	...	...	23
2' 0" gauge.									
Darjeeling Himalayan	...	18	...	...	4	...	2	...	...	1
Gwalior Light	...	19	...	...	...	...	...	...	...	...
Howrah-Amta Light	...	8	...	...	...	...	...	...	...	...
Howrah-Sheakhala Light	...	4	...	...	...	...	...	...	...	...
Jagadhri Light	...	...	...	...	...	...	...	...	...	...
Jorhat (Provincial)	...	...	...	...	...	...	...	...	...	2
Kulasekarapatnam Light	...	18	...	...	...	...	...	...	...	...
Matheran Light	...	...	...	...	...	...	...	...	...	...
Pipar-Bilara Light	...	1	...	...	...	...	...	...	...	...
Tarikere-Narasimharajapura	...	3	...	...	...	...	...	...	...	...
Tumsar-Tirodi Light	...	...	...	...	...	...	...	...	...	...
Total	...	71	...	...	4	...	2	...	...	3
GRAND TOTAL	...	4,762	747	538	556	2	258	35	21	570

* Temporarily dismantled.

DIX 17—*contd.*

railway on the 31st March 1919.

VEHICLES—*concld.*

Brake-vans (used exclusively on passenger service).	Brake-vans with		Brake-vans fitted with postal compartments.	Postal vans.	Composite, postal and other carriages.	Prison vans.	Carriage trucks.	Horse boxes.	Luggage vans.	Produce vendors' vans.	Milk vans.	Fish vans.	Store, ice and stationery vans.	Miscellaneous.	Total coaching vehicles.	Total number of axles of coaching vehicles in use on the line.
	Intermediate class.	Third class.														
53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19	38
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	40
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23	46
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	27	54
3	...	3	...	...	...	...	...	...	...	...	...	...	...	...	48	102
...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	49	196
...	...	40	...	...	11	...	...	6	...	...	...	...	...	...	349	1,342
1	2	3	...	...	...	...	...	...	...	...	1	...	...	...	31	66
...	...	3	...	...	...	...	...	2	...	...	...	...	...	1	118	460
3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22	44
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22	44
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	16
...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	9	32
...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	10	30
1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9	34
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	20
...	2	...	...	...	...	...	...	...	...	...	...	...	...	1	69	138
...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	33	130
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	24
2	...	...	9	...	...	...	...	...	...	...	...	...	...	...	105	268
...	3	1	...	...	...	...	...	...	...	...	...	2	...	...	21	48
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38	86
...	...	...	...	3	11	...	...	...	6	...	...	...	1	6	97	350
...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	20	78
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	11	...	...	...	...	...	...	...	...	...	...	...	...	35	140
3	...	...	...	...	...	...	...	2	...	...	...	...	...	...	42	122
...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	11	36
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	28
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	12
3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12	42
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ellich pur-Ye otmal Railwa y					...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	43	86
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14	56
3	...	4	...	...	...	...	...	3	...	...	...	...	...	...	79	298
19	7	69	18	3	22	...	...	14	6	...	1	2	1	8	1,390	4,506
...	...	2	2	...	2	...	...	...	4	2	...	5	...	5	136	382
...	...	14	...	...	...	...	4	5	...	...	...	...	1	1	87	252
13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	118	260
1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	31	78
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	8
...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	34	94
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19	74
...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	35	72
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	12
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	2
14	2	16	2	...	2	...	4	5	8	2	...	5	1	7	473	1,250
1,260	169	1,292	51	30	49	39	429	965	650	28	21	72	74	669	24,719	71,157

APPEN

Rolling-stock under different heads on each

[In this statement the few six-wheeled wagons in use on Indian railways

Railway.	GOODS							
	COVERED GOODS WAGONS, BOGIE.		COVERED GOODS WAGONS, 4-WHEELED.		High-sided wagons, bogie.	High-sided wagons, 4-wheeled.	Medium-sided wagons, bogie.	Medium-sided wagons, 4-wheeled.
	Ordinary.	Military.	Ordinary.	Military.				
70	71	72	73	74	75	76	77	78
5' 6" gauge.								
Bengal-Nagpur	...	...	4,893	1,574	141	...	...	728
Bombay, Baroda and Central India	...	...	3,843	1,229	...	1,785	...	188
Eastern Bengal	...	...	3,836	1,933	...	53	...	...
East Indian	...	...	13,874	7,014	...	7,753	...	...
Great Indian Peninsula	513	...	7,247	4,485	121	3,851	...	...
Madras and Southern Mahratta	...	...	1,735	1,124	...	1,169	...	...
Nizam's Guaranteed State	...	...	103	410	4	1,141	...	...
North Western	...	612	13,825	6,961	70	2,692	...	...
Oudh and Rohilkhand	...	...	3,732	3,560	...	...	...	...
South Indian	...	...	555	375	...	440	...	...
Bombay Port Trust	...	...	172	...	...	11	...	250
Calcutta Port Commissioners'	...	...	1,184	...	...	180	1	...
Total ...	513	612	54,999	28,665	336	19,075	1	1,166
5' 3⅜" gauge.								
Assam-Bengal	100	...	2,771	...	55	118	...	...
Bengal and North-Western	196	...	5,325	1,544	...	...	...	...
Bengal Dooars	...	...	360	...	...	...	...	...
Bhavnagar State	...	...	82	87	...	12	...	...
Bombay, Baroda and Central India ...	475	...	3,397	2,231	...	116	...	221
Burma	523	72	4,131	...	4	45	...	296
Dibru-Sadiya	...	...	332	...	...	777	...	...
Eastern Bengal	1,365	...	1,769	507	2	...	...	...
Gondal-Porbandar State	...	...	99	36	...	9	...	...
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	...	...	345	240	2	251	...	...
Jamnagar	...	...	40	...	...	...	...	...
Jodhpur-Bikaner	5	...	1,625	50	...	...	...	...
Junagad State	...	...	52	...	...	4	...	...
Madras and Southern Mahratta	128	...	4,642	221	53	170	182	268
Morvi	...	...	29	...	15	70	...	...
Mysore-Arsikere	10	...	47	...	...	6	...	17
Rohilkund and Kumaon	...	...	1,493	247	...	...	...	...
South Indian	949	...	1,238	270	200	572	6	...
Udaipur-Chitorgarh	...	...	33	8	...	...	...	...
Total ...	3,751	72	27,810	5,441	331	2,150	188	862

DIX 17—*contd.*

railway on the 31st March 1919.

have been included with four-wheeled wagons.]

VEHICLES.

Low-sided wagons, bogie.		Low-sided wagons, 4-wheeled.		Coal or coke wagons.	Cattle wagons.	Accident vans.	Platform wagons.	Powder vans.	Timber trucks.	Bolster trucks.	
Ordinary.	Military.	Ordinary.	Military.							Double.	Single.
79	80	81	82	83	84	85	86	87	88	89	90
...	...	178	18	6,746	30	23	...	6	110	118	116
...	195	26	...	761	...	23	...	14	2	...	...
...	...	558	417	...	1	17	...	5	8	45	52
...	...	2,545	1,525	619	25	55	193	31	200	...	...
...	...	49	...	586	...	63	14	34	239	...	44
...	...	...	209	...	1	21	4	13	132	...	...
...	...	...	...	...	...	2	...	...	10	...	6
...	242	1,375	695	...	...	...	12	89	544	...	...
...	...	44	258	180	...	9	...	8	166	...	...
...	...	...	...	...	...	3	...	13	222	...	...
...	...	107	...	...	...	...	...	...	...	...	6
...	...	277	...	...	...	2	64	...	4	2	20
...	437	5,159	3,122	8,892	57	218	287	213	1,637	165	244
...	...	418	...	...	4	5	...	3	104	...	...
...	28	466	25	*150	...	...	2	1	292	...	...
...	...	48	...	...	7	1	...	...	32	...	...
11	...	241	...	...	3	...	...	2	10	...	...
10	701	48	540	324	...	19	...	35	47	...	...
95	...	...	289	38	289	15	...	12	113	211	150
...	...	...	42	...	...	...	...	...	38	...	...
...	...	351	288	...	...	11	131	2	147	...	...
7	...	198	...	...	2	...	...	1	9	...	...
...	...	...	...	...	...	3	...	...	20	...	4
...	...	40	...	...	...	...	...	...	...	...	...
186	...	158	...	...	36	...	...	4	...	...	...
2	...	137	...	...	2	...	...	2	3	...	...
...	...	73	160	350	...	17	47	13	125	30	...
2	...	...	...	...	2	1	...	1	...	...	...
...	...	17	...	...	...	...	...	2	5	...	...
...	...	160	...	...	...	7	...	2	76	...	...
27	...	...	...	30	...	...	...	9	116	...	...
...	...	10	...	...	...	...	...	...	...	...	...
340	729	2,365	1,294	892	345	79	180	89	1,186	241	154

* These are 5' 6" gauge coal wagons purchased from, and kept for use on, the East Indian railway.

APPEN

Rolling-stock under different heads on each

[In this statement the few six-wheeled wagons in use on Indian railways

Railway.	GOODS							
	COVERED GOODS WAGONS, BOGIE.		COVERED GOODS WAGONS, 4-WHEELED.		High-sided wagons, bogie.	High-sided wagons, 4-wheeled.	Medium-sided wagons, bogie.	Medium-sided wagons, 4-wheeled.
	Ordinary.	Military.	Ordinary.	Military.				
70	71	72	73	74	75	76	77	78
2' 6" gauge.								
Ahmadpur-Katwa	...	...	...	...	...	...	...	...
Arakan Light	2	...	...	...	...	...	...	...
Arrah-Sasaram Light	...	...	27	...	...	...	...	...
Bankura-Damoodar River	...	...	41	...	...	...	...	...
Barasét-Basirhat Light	...	...	6	...	...	39	...	...
Barsi Light	127	...	...	...	7	...	...	...
Bengal-Nagpur	236	415	20	...	...	...	433	...
Bengal Provincial	2	...	22	...	...	...	...	...
Bombay, Baroda and Central India... ...	...	...	217	...	...	...	...	...
Bukhtiarpur-Bihar Light	...	...	18	...	4	34	...	...
Burdwan-Katwa	...	...	25	...	...	...	...	...
Champaner-Shivrajpur-Pani Light ...	5	...	...	...	6	...	6	1
Cutch State	5	...	...	...	...	15	...	...
Dehri-Rohtas Light	...	...	37	...	...	...	...	...
Dholpur-Bari	8	...	...	...	5	10	...	...
Dhond-Baramati	9	...	...	...	6	...	...	...
Eastern Bengal	...	...	69	...	...	...	...	...
Ellichpur-Yeotmal	88	...	...	...	26	...	...	...
Godhra-Lunavada	8	...	...	...	1	...	7	...
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	49	...	108	...	23	39	...	...
Jessore-Jhenidah	...	...	26	...	...	4	...	...
Kalighat-Falta	...	...	30	...	...	...	...	...
Kalka-Simla	49	...	23	...	45	...	...	...
Kolar District and Bangalore-Chik Ballapur Light	10	...	13	...	3	4	...	...
Madaya Light	Information not available				...	...	...	...
Morappur Hosur and Tirupattur-Krishnagiri ...	30	...	...	...	48	...	...	...
Morvi	8	...	4	...	9	...	...	...
Mourbhanj State	6	...	2	...	...	...	...	...
Nadiad-Kapadvanj	12	...	...	...	...	...	16	...
Pachora-Jamner	10	...	...	...	...	...	...	...
Parlakimedi Light	4	...	...	...	...	...	...	...
Powayan Light*	...	...	...	...	...	...	...	...
Pulgaon-Arvi	...	...	...	...	...	...	Included with the	
Shahdara (Delhi)-Saharanpur Light ...	...	...	168	...	...	...	...	...
Tezpore-Balipara Light	...	...	46	...	2	30	...	...
Trans-Indus (Kalabagh-Bannu)	68	11	24	...	39	...	...	...
Total ...	736	426	926	...	224	175	462	1
2' 0" gauge.								
Darjeeling-Himalayan	63	...	217	...	18	...	...	...
Gwalior Light	59	...	178	...	16	68	...	...
Howrah-Amta Light	...	...	14	...	10	49	...	...
Howrah-Sheakhala Light	...	...	9	...	...	4	...	...
Jagadhri Light	...	...	1	...	...	...	...	...
Jorhat (Provincial)	55	...	...	...	23	...	...	...
Kulasekarapatnam Light	...	...	...	...	...	...	...	36
Matheran Light	...	...	7	...	...	15	...	...
Pipar-Bilara Light	...	...	1	...	4	...	...	...
Tarikere-Narasimharajapura	...	...	2	...	...	...	...	...
Tumsar-Tirodi Light	...	...	...	...	...	...	...	...
Total ...	177	...	429	...	71	136	...	36
GRAND TOTAL ...	5,177	1,110	84,164	34,106	962	21,536	651	2,005

* Temporarily dismantled.

DIX 17—*contd.*

railway on the 31st March 1919.

have been included with four-wheeled wagons.]

VEHICLES.

Low-sided wagons, bogie.		Low-sided wagons, 4-wheeled.		Coal or coke wagons.	Cattle wagons.	Accident vans.	Platform wagons.	Powder vans.	Timber trucks.	Bolster trucks.	
Ordinary.	Military.	Ordinary.	Military.							Double.	Single.
79	80	81	82	83	84	85	86	87	88	89	90
		16									
6											
		20									
		35									
49											
25		30		195		5		2	43		
		38									
307		91						1			
		12									
		11									
		64						1			
18											
12		60									
		39									
		11					1				
		9						1			
		2					12	2	7		
		8					2		2		
		15									
		1						1	4		
		12									2
38											
10		1									
								1			
									2		
12		2									
Ellichpur-Yeotmal Railway.											
		36							2		
7									5		
		30					5		6		
479	...	543	...	195	...	5	20	9	71	...	2
		82			4		3		9		
2						1					
		4									
		6									
7				12			2		1		
1		2									
		400					24		8		
10	...	494	...	12	4	1	30	...	18	...	...
829	1,166	8,561	4,416	9,991	406	303	517	31	2,912	406	400

Rolling-stock under different heads on each

Railway.	GOODS VEHICLES—*concld.*							
	Ballast wagons.	Brake-vans (used indiscriminately on passenger, goods or mixed service).	Travelling oil tanks.	Travelling water tanks.	Travelling gas-holders.	Travelling cranes.	Miscellaneous.	Total goods vehicles.
91	92	93	94	95	96	97	98	99
5' 6" gauge.								
Bengal-Nagpur	75	312	137	...	20	24	224	15,473
Bombay, Baroda and Central India	683	229	40	35	11	18	263	9,345
Eastern Bengal	235	136	71	12	4	12	97	7,492
East Indian	589	959	196	1	11	34	65	35,689
Great Indian Peninsula	487	833	107	11	21	86	58	18,899
Madras and Southern Mahratta	195	231	68	3	13	16	24	4,858
Nizam's Guaranteed State	86	38	...	4	1	2	12	1,819
North Western	360	489	146	108	35	68	15	28,338
Oudh and Rohilkhand	110	60	14	...	10	22	32	8,205
South Indian	66	70	7	...	6	4	2	1,763
Bombay Port Trust	...	1	1	...	...	...	2	550
Calcutta Port Commissioners'	5	1	...	...	...	4	...	1,744
Total ...	2,791	3,409	787	174	132	290	794	134,175
3' 3½" gauge.								
Assam-Bengal	170	12	28	...	11	16	39	3,854
Bengal and North-Western	...	279	11	...	...	20	9	8,348
Bengal Dooars	...	16	...	...	...	3	...	467
Bhavnagar State	40	8	1	1	...	1	6	505
Bombay, Baroda and Central India	872	281	27	...	...	18	37	8,899
Burma	947	150	16	19	...	36	81	7,481
Dibru-Sadiya	...	15	6	...	...	2	18	1,280
Eastern Bengal	150	91	24	...	7	15	123	4,983
Gondal-Porbandar State	25	8	1	...	...	1	54	450
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	109	26	2	1	2	3	12	1,020
Jamnagar	...	...	...	...	...	...	...	80
Jodhpur-Bikaner	...	68	8	43	...	...	...	2,183
Junagad State	7	3	...	...	...	...	1	213
Madras and Southern Mahratta	50	84	45	45	36	25	28	6,792
Morvi	...	2	...	...	...	...	...	122
Mysore-Arsikere	...	4	...	...	...	1	1	110
Rohilkund and Kumaon	...	50	...	...	...	11	11	2,057
South Indian	595	155	63	29	...	11	3	4,273
Udaipur-Chitorgarh	...	5	...	...	...	...	...	56
Total ...	2,465	1,257	232	138	56	163	423	53,173

DIX 17—*contd.*

railway on the 31st March 1919.

MOTOR CARS.							LOWER CLASS CARRIAGES PROVIDED WITH LATRINE ACCOMMODATION FOR PASSENGERS.			
RAIL MOTORS.			ROAD MOTORS.							
Motor engines, with or without detachable trailers (for passengers or goods).	Motor coaches, self-propelled (for passengers).	Motor Inspection Trollies (for engineers).	Motor cars (for passengers).	Motor Trains (*e.g.*, Renard's for passengers or goods).	Motor Vans (for parcels and goods).	Total.	Intermediate class.	Third class.	Composites containing Intermediate or third class accommodation.	Total.
100	101	102	103	104	105	106	107	108	109	110
...	...	3	1	...	...	4	49	344	108	501
...	...	2	2	...	4	8	...	373	63	436
...	...	5	1	...	3	9	13	144	97	254
...	5	17	1	...	...	23	84	443	317	844
...	1	6	1	...	7	15	...	595	222	817
...	2	2	1	...	...	5	4	304	94	402
...	...	...	...	...	...	...	...	39	14	53
...	1	9	3	...	5	18	115	1,135	490	1,790
...	...	5	...	...	2	7	35	396	172	603
...	...	...	...	...	...	...	...	114	49	163
...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	1	1	...	...	...	...
...	9	49	10	...	22	90	300	3,937	1,626	5,863
...	...	2	...	...	...	2	...	130	176	306
...	...	...	...	...	...	...	32	219	87	338
...	...	...	...	...	...	...	...	6	8	14
1	...	2	...	...	...	3	...	52	...	52
...	...	...	...	...	...	...	26	634	178	838
*3	...	2	...	...	1	6	...	390	142	541
...	...	...	...	...	...	...	...	...	...	...
...	...	1	...	...	...	1	37	368	129	534
...	...	1	...	...	...	1	...	38	3	41
...	...	...	...	...	...	...	...	76	18	94
...	...	1	1	...	...	2	...	7	1	8
...	...	1	...	...	...	1	19	132	37	188
...	...	1	...	...	...	1	...	20	1	21
...	...	...	...	...	...	...	...	485	243	728
...	...	...	...	...	...	...	...	38	4	42
...	...	...	...	...	...	...	...	6	5	11
...	...	...	17	...	...	17	...	54	30	84
...	2	1	...	...	...	3	...	448	73	521
...	...	1	...	...	...	1	...	26	3	29
4	2	13	18	...	1	38	114	3,138	1,138	4,390

*There are four engines and three trailers.

APPEN

Rolling-stock under different heads on each

Railway.	GOODS VEHICLES—*concld.*							
	Ballast wagons.	Brake-vans (used indiscriminately on passenger, goods or mixed service).	Travelling oil tanks.	Travelling water tanks.	Travelling gas holders.	Travelling cranes.	Miscellaneous.	Total goods vehicles.
91	92	93	94	95	96	97	98	99
2' 6" gauge.								
Ahmadpur-Katwa	...	4	...	...	...	...	...	20
Arakan Light	...	...	...	...	...	...	...	8
Arrah-Sasaram Light	...	4	...	...	...	...	...	51
Bankura-Damoodar River	...	6	...	...	...	...	2	84
Baraset-Basirhat Light	...	...	...	...	...	...	...	45
Barsi Light	...	2	...	4	...	1	2	192
Bengal-Nagpur	...	31	6	...	6	5	3	1,455
Bengal Provincial	...	...	...	...	...	...	1	63
Bombay, Baroda and Central India	...	21	...	...	...	...	2	639
Bukhtiarpur-Bihar Light	...	...	...	...	...	...	...	68
Burdwan-Katwa	...	4	...	...	...	...	...	40
Champaner-Shivrajpur-Pani Light	...	4	...	...	...	...	...	87
Cutch State	...	...	...	...	...	...	...	33
Dehri-Rohtas Light	...	...	...	...	...	...	...	109
Dholpur-Bari	...	2	...	...	...	...	...	64
Dhond-Baramati	...	...	...	2	...	...	...	17
Eastern Bengal	...	1	...	2	...	...	...	84
Ellichpur-Yeotmal	20	1	...	2	...	...	2	139
Godhra-Lunavada	...	2	...	...	...	...	...	28
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	...	14	...	...	...	...	112	368
Jessore-Jhenidah	...	1	...	...	...	...	...	43
Kalighat-Falta	...	8	...	...	...	...	...	58
Kalka-Simla	...	21	...	...	...	1	1	146
Kolar District and Bangalore-Chik Ballapur Light	...	2	...	...	...	2	...	48
Madaya Light...	Information not available.			...	...	...	...	...
Morappur-Hosur and Tirupattur-Krishnagiri ...	...	...	...	...	...	...	...	78
Morvi	...	2	...	1	...	...	...	62
Mourbhanj State	...	...	...	...	...	...	1	20
Nadiad-Kapadvanj	...	2	...	...	...	...	...	31
Pachora-Jamner	...	1	...	...	...	...	...	13
Parlakimedi Light	...	...	...	...	...	...	...	18
Powayan Light*	...	...	...	...	...	...	...	...
Pulgaon Arvi	...	...	...	...	...	...	Included	with the
Shahdara (Delhi)-Saharanpur Light	...	3	...	...	...	...	...	209
Tezpore-Balipara Light	...	3	...	...	...	...	...	93
Trans Indus (Kalabagh-Bannu)	...	10	...	19	...	...	...	212
Total ...	20	147	8	30	6	9	126	4,620
2' 0" gauge.								
Darjeeling-Himalayan	...	...	...	...	...	...	...	396
Gwalior Light...	21	...	...	...	...	...	...	345
Howrah-Amta Light	...	...	...	...	...	...	...	77
Howrah-Sheakhala Light	...	...	...	...	...	...	...	13
Jagadhri Light	...	1	...	...	...	...	...	8
Jorhat (Provincial)	...	...	1	...	...	1	6	109
Kulasekarapatnam Light	...	...	...	...	...	...	...	36
Matheran Light	...	...	...	2	...	1	...	25
Pipar-Tilara Light	...	1	...	1	...	...	...	10
Tarikere-Narasimharajapura	...	...	...	...	...	1	...	35
Tumsar-Tirodi Light	...	...	...	...	...	...	...	400
Total ...	21	2	1	3	...	3	6	1,454
GRAND TOTAL ...	5,297	4,815	1,029	345	194	465	1,349	193,422

* Temporarily dismantled.

DIX 17—*concld.*

railway on the 31st March 1919.

MOTOR CARS.							LOWER CLASS CARRIAGES PROVIDED WITH LATRINE ACCOMMODATION FOR PASSENGERS.			
RAIL MOTORS.			ROAD MOTORS.							
Motor engines, with or without detachable trailers (for passengers or goods).	Motor coaches, self-propelled (for passengers).	Motor Inspection Trollies (for engineers).	Motor cars (for passengers).	Motor Trains (*e.g.*, Renard's, for passengers or goods).	Motor Vans (for parcels and goods).	Total.	Intermediate class.	Third class.	Composites containing Intermediate or third class accommodation.	Total.
100	101	102	103	104	105	106	107	108	109	110
...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...
...	...	1	...	...	...	1	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...
...	...	1	2	...	...	3	...	7	...	7
...	...	1	...	...	...	1	3	156	36	195
...	...	...	...	...	...	...	...	...	...	...
...	...	1	...	...	...	1	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...
...	...	1	...	...	...	1	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	2	2	4
...	...	1	...	...	...	1	...	3	1	4
...	...	...	...	...	...	...	...	...	...	...
...	...	1	...	...	...	1	...	5	2	7
...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	1	...	1	...	...	...	...
...	...	...	...	...	...	...	...	4	2	6
...	1	...	...	...	...	1	4	...	...	4
...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...
...	3	1	...	...	...	4	...	23	17	40
...	...	...	...	...	...	...	...	3	2	5
...	...	...	...	...	...	...	...	...	...	...
...	...	1	...	...	...	1	...	8	10	18
...	...	...	...	...	...	...	...	6	4	10
...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	5	2	7
...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...
Ellichpur-Yeotmal Railway										
...	...	1	...	...	...	1	3	...	...	3
...	2	...	...	...	...	2	...	...	...	...
...	1	...	...	...	...	1	...	43	18	61
...	7	10	3	...	...	20	10	265	96	371
...	...	...	...	...	...	...	...	8	...	8
2	1	2	...	...	...	5	...	5	...	5
...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...
3	...	1	...	...	...	4	...	...	...	...
...	1	...	...	...	...	1	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...
5	2	3	...	...	...	10	...	13	...	13
9	20	75	31	...	23	158	424	7,353	2,860	10,637

APPEN

Number of, outlay on, and work done by, rolling-stock

Railway.	Engines.								
	Engines employed exclusively on passenger working.			Engines employed exclusively on goods working.			Engines employed on mixed working or on both passenger working and goods working.		
	Number at close of 1917-18. *	Number added in 1918-19.	Number at close of 1918-19.	Number at close of 1917-18. *	Number added in 1918-19.	Number at close of 1918-19.	Number at close of 1917-18. *	Number added in 1918-19.	Number at close of 1918-19.
1	2	3	4	5	6	7	8	9	10
5′ 6″ gauge.									
Bengal-Nagpur	92	—3	89	...	...	...	419	4	423
Bombay, Baroda and Central India	149	—1	148	...	...	...	214	...	214
Eastern Bengal	101	2	103	108	—21	87	111	14	125
East Indian	164	—16	148	898	22	920	195	—6	189
Great Indian Peninsula	342	...	342	686	...	686	207	1	208
Madras and Southern Mahratta	77	...	77	...	...	...	193	...	193
Nizam's Guaranteed State	10	...	10	21	...	21	50	...	50
North Western	307	—21	286	893	62	955	232	—23	209
Oudh and Rohilkhand	99	...	99	...	...	...	182	...	182
South Indian	33	...	33	...	...	...	109	...	109
Total ...	1,374	—39	1,335	2,606	63	2,669	1,912	—10	1,902
3′ 3¾″ gauge.									
Assam-Bengal	5	...	5	...	...	...	116	16	132
Bengal and North-Western	...	...	...	...	...	...	302	9	311
Bengal Dooars	...	...	...	...	...	...	16	...	16
Bhavnagar State	...	...	...	...	...	...	23	...	23
Bombay, Baroda and Central India ...	227	...	227	...	...	...	339	7	346
Burma	12	...	12	...	...	...	299	...	299
Dibru-Sadiya	...	...	...	...	...	...	26	1	27
Eastern Bengal	88	—30	58	67	—2	65	111	...	111
Gondal-Porbandar State	...	...	...	...	...	...	18	...	18
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	22	...	22	10	...	10	32	—1	31
Jamnagar	...	...	...	...	...	...	4	...	4
Jodhpur-Bikaner	...	...	...	...	...	...	105	...	105
Junagad State	...	...	...	...	...	...	13	...	13
Madras and Southern Mahratta	54	...	54	27	...	27	242	...	242
Morvi	...	...	...	...	...	...	10	...	10
Mysore-Arsikere	...	...	...	...	...	...	...	7	7
Rohilkund and Kumaon	7	...	7	2	...	2	51	...	51
South Indian	35	...	35	...	...	...	274	6	280
Udaipur-Chitorgarh	...	...	...	...	...	...	4	...	4
Total ...	450	—30	420	106	—2	104	1,985	45	2,030

*Figures have been revised in cases where they do not agree with those given in the previous year's report.

DIX 18.

during the financial year 1918-19 (except where otherwise stated).

ENGINES—*contd.*

Total No. of locomotives on the 31st March 1919.	Number of all classes per mile of line open on 31st March 1919, excluding 2nd 3rd, etc. tracks.	Average mileage run by each *per annum*.				Average mileage run by each *per diem*.			
		Engines employed exclusively on passenger working.	Engines employed exclusively on goods working.	Engines employed on mixed working or, on both passenger working and goods working.	All classes of engines.	Engines employed exclusively on passenger working.	Engines employed exclusively on goods working.	Engines employed on mixed working, or on both passenger working and goods working.	All classes of engines.
11	12	13	14	15	16	17	18	19	20
512	0·27	25,163	...	25,818	25,291	69	...	69	69
362	0·30	30,125	...	22,171	25,423	82	...	61	70
315	0·51	23,551	19,053	19,002	20,648	65	52	52	57
1,257	0·51	36,505	27,345	30,367	28,878	100	75	83	79
1,236	0·40	26,984	21,077	14,835	21,672	74	58	41	59
270	0·25	28,155	...	20,622	22,688	77	...	56	62
81	0·23	30,935	12,520	21,393	20,467	85	34	59	56
1,450	0·30	26,757	15,828	†23,340	†19,066	73	43	†64	†52
281	0·17	26,582	...	18,428	21,301	73	...	50	58
142	0·32	14,284	...	12,940	15,322	39	...	35	42
5,906	...	...	...	...	...	...	...	...	...
137	0·14	31,309	...	20,696	21,089	86	...	57	58
311	0·14	...	...	23,914	23,914	...	...	65	65
16	0·10	...	...	24,528	24,528	...	...	67	67
23	0·09	...	...	27,192	27,192	...	...	74	74
573	*0·22	25,335	...	*17,019	*20,772	69	...	*47	*57
311	0·19	23,759	...	23,473	23,484	65	...	64	64
27	0·31	...	...	14,046	14,046	...	...	39	39
234	0·22	22,006	15,441	20,809	19,615	60	42	57	54
18	0·08	...	...	33,758	33,758	...	...	92	92
63	0·12	33,158	18,387	17,276	22,981	91	50	47	63
4	0·07	...	...	25,008	25,008	...	...	69	69
105	0·08	...	...	26,521	26,521	...	...	72	72
13	0·10	...	...	20,517	20,517	...	...	56	56
323	0·15	29,435	18,953	24,445	24,832	81	52	67	68
10	0·14	...	...	22,067	22,067	...	...	60	60
7	0·07	...	...	15,019	15,019	...	...	41	41
60	0·10	...	...	24,690	24,690	...	...	68	68
315	0·25	32,974	...	15,193	19,940	90	...	42	55
4	0·06	...	...	19,405	19,405	...	...	53	53
2,554	...	...	...	...	...	...	...	...	...

* The calculations have been arrived at without taking into account 70 auxiliary water tanks used for locomotive purposes only.
† The calculations have been arrived at without taking into account one steam crane tank.

Number of, outlay on, and work done by, rolling-stock

ENGINES—

Railway.	Engines employed exclusively on passenger working.			Engines employed exclusively on goods working.			Engines employed on mixed working or on both passenger working and goods working.		
	Number at close of 1917-18. †	Number added in 1918-19.	Number at close of 1918-19.	Number at close of 1917-18. †	Number added in 1918-19.	Number at close of 1918-19.	Number at close of 1917-18. †	Number added in 1918-19.	Number at close of 1918-19.
1	2	3	4	5	6	7	8	9	10
2′ 6″ gauge.									
Ahmadpur-Katwa	...	...	...	...	...	...	2	...	2
Arakan Light	...	...	...	...	...	...	...	3	3
Arrah-Sasaram Light	...	...	...	...	...	...	5	...	5
Bankura-Damoodar River	...	...	...	...	...	...	6	...	6
Baraset-Basirhat Light	...	...	...	...	...	...	7	...	7
Barsi Light	...	...	...	...	...	...	17	...	17
Bengal-Nagpur	...	...	...	...	...	...	111	...	111
Bengal Provincial	...	...	...	...	...	...	6	...	6
Bombay, Baroda and Central India ...	...	...	...	...	...	...	29	—1	28
Bukhtiarpur-Bihar Light	...	...	...	...	...	...	4	...	4
Burdwan-Katwa	...	...	...	...	...	...	4	...	4
Champaner-Shivrajpur-Pani Light ...	...	...	...	...	...	...	4	...	4
Cutch State	...	...	...	...	...	...	5	—2	3
Dehri-Rohtas Light	...	...	...	...	...	...	3	...	3
Dholpur-Bari	...	...	...	...	...	...	4	...	4
Dhond-Baramati	...	...	...	...	...	...	2	...	2
Eastern Bengal	...	...	...	...	...	...	6	3	9
Ellichpur-Yeotmal	...	...	...	...	...	...	13	...	13
Godhra-Lunavada	...	...	...	...	...	...	2	...	2
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	...	...	...	...	...	...	28	—2	26
Jessore-Jhenidah	...	...	...	...	...	...	5	1	6
Kalighat-Falta	...	...	...	...	...	...	5	...	5
Kalka-Simla	...	...	...	...	...	...	22	...	22
Kolar District and Bangalore-Chick Ballapur Light.	...	...	...	...	...	...	7	...	7
Madaya Light	...	Information not available		...	...	...	...	...	...
Morappur-Hosur and Tirupattur-Krishnagiri ...	...	...	...	...	...	...	9	—1	8
Morvi	...	...	...	...	...	...	6	...	6
Mourbhanj State	...	...	...	...	...	...	3	...	3
Nadiad-Kapadvanj	...	...	...	...	...	...	3	...	3
Pachora-Jamner	...	...	...	...	...	...	...	2	2
Parlakimedi Light	...	...	...	...	...	...	3	...	3
Powayan Light	...	...	...	...	...	...	...	...	...
Pulgaon-Arvi								Included	with the
Shahdara (Delhi)-Saharanpur Light ...	...	...	...	...	...	...	8	...	8
Tezpore-Balipara Light	...	...	...	...	...	...	4	...	4
Trans-Indus (Kalabagh-Bannu)	...	...	...	...	...	...	22	5	27
Total ...	...	...	...	...	...	...	355	8	363
2′ 0″ gauge.									
Darjeeling-Himalayan	...	...	...	...	...	...	25	1	26
Gwalior Light	...	...	...	...	...	...	22	...	22
Howrah-Amta Light	...	...	...	...	...	...	17	—1	16
Howrah-Sheakhala Light	...	...	...	...	...	...	4	—1	3
Jagadhri Light	...	...	...	...	...	...	2	...	2
Jorhat (Provincial)	...	...	...	...	...	...	8	...	8
Kulasekarapatnam Light	...	...	...	...	...	...	5	1	6
Matheran Light	...	...	...	...	...	...	5	...	5
Pipar-Bilara Light	...	...	...	...	...	...	2	...	2
Tarikere-Narasimharajapura	...	...	...	...	...	...	2	...	2
Tumsar-Tirodi Light	...	...	...	13	...	13	...	...	...
Total ...	...	...	...	13	...	13	92	...	92
GRAND TOTAL ...	1,824	—69	1,755	2,725	+61	2,786	4,344	+43	4,387

*Temporarily dismantled.
†Figures have been revised in cases where they do not agree with those given in the previous year's report.

DIX 18—*contd.*

during the financial year 1918-19 (except where otherwise stated).

contd.

Total No. of locomotives on the 31st March 1919.	Number of all classes per mile of line open on 31st March 1919, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each *per annum*.				Average mileage run by each *per diem*.			
		Engines employed exclusively on passenger working.	Engines employed exclusively on goods working.	Engines employed on mixed working or on both passenger working and goods working.	All classes of engines.	Engines employed exclusively on passenger working.	Engines employed exclusively on goods working.	Engines employed on mixed working or on both passenger working and goods working.	All classes of engines.
11	12	13	14	15	16	17	18	19	20
2	0·06	...	...	48,339	48,339	...	...	132	132
3	0·16	...	...	1,062	1,062	...	...	3	3
5	0·08	...	...	21,246	21,246	...	...	58	58
6	0·10	...	...	24,389	24,389	...	...	67	67
7	0·13	...	...	18,959	18,959	...	...	52	52
17	0·14	...	...	11,169	11,169	...	...	30	30
11	0·14	...	...	17,601	17,601	...	...	48	48
6	0·14	...	...	19,507	19,507	...	...	53	53
28	0·08	...	...	16,670	16,670	...	...	46	46
4	0·12	...	...	10,818	10,818	...	...	30	30
4	0·12	...	...	29,038	29,038	...	...	79	79
4	0·12	...	...	10,518	10,518	...	...	29	29
3	0·08	...	...	11,677	11,677	...	...	32	32
3	0·13	...	...	12,744	12,744	...	...	34	34
4	0·08	...	...	15,699	15,699	...	...	43	43
2	0·07	...	...	27,038	27,038	...	...	74	74
9	0·16	...	...	10,723	10,723	...	...	29	29
13	0·09	...	...	22,895	22,895	...	...	63	63
2	0·08	...	...	11,130	11,130	...	...	30	30
26	0·15	...	...	14,101	14,101	...	...	39	39
6	0·16	...	...	22,098	22,098	...	...	60	60
5	0·19	...	...	27,779	27,779	...	...	76	76
22	0·37	...	...	18,077	18,077	...	...	49	49
7	0·07	...	...	16,632	16,632	...	...	45	45
...	...	...	...	...	...	...	...	...	...
8	0·08	...	...	20,719	20,719	...	...	57	57
6	0·32	...	...	6,468	6,468	...	...	18	18
3	0·09	...	...	11,680	11,680	...	...	32	32
3	0·11	...	...	16,061	16,061	...	...	44	44
2	0·06	...	...	15,700	15,700	...	...	43	43
3	0·12	...	...	9,391	9,391	...	...	26	26
...	...	...	...	...	...	...	...	...	...
Ellichpur-Yeotmal Railway									
8	0·08	...	...	18,632	18,632	...	...	51	51
4	0·20	...	...	8,563	8,563	...	...	23	23
27	0·20	...	...	13,383	13,383	...	...	37	37
363	...	...	...	...	...	...	...	...	...
26	0·16	...	...	21,366	21,366	...	...	59	59
22	0·08	...	...	14,669	14,669	...	...	40	40
16	0·36	...	...	11,576	11,576	...	...	32	32
3	0·15	...	...	23,069	23,069	...	...	63	63
2	0·60	...	...	6,073	6,073	...	...	17	17
8	0·25	...	...	6,423	6,423	...	...	18	18
6	0·19	...	...	5,989	5,989	...	...	16	16
5	0·39	...	...	2,943	2,943	...	...	8	8
2	0·08	...	...	9,181	9,181	...	...	25	25
2	0·08	...	...	9,743	9,743	...	...	27	27
13	0·29	...	...	...	...	...	...	...	...
105	...	...	...	...	...	...	...	...	...
8,928	...	...	...	...	...	...	...	...	...

Number of, outlay on, and work done by, rolling-stock

Railway.	Engines—*concld.*					Coaching		
	Ton-mileage hauled per engine, in thousands of tons.	Average under repairs or renewals at any one time.	Percentage of the average number of engines under repairs or renewals at any one time on the total number on the line.	Total value, in thousands of rupees on 31st March 1919.	Total value per mile of line open on 31st March 1919, excluding 2nd, 3rd, etc., tracks.	Number at close of 1917-18. §	Number added in 1918-19.	Number at close of 1918-19.
21.	22	23	24	25	26	27	28	29
5'6" gauge.								
engal-Nagpur	10,819	76	14·87	3,07,77	16,296	1,112	—2	1,110
ombay, Baroda and Central India	11,175	39	10·77	1,09,77	13,923	902	15	917
Eastern Bengal	5,681	57	17·95	1,51,54	24,395	874	23	897
East Indian	13,288	120	9·55	5,83,86	23,740	2,338	52	2,390
Great Indian Peninsula	8,995	256	20·71	5,86,55	18,792	2,368	—7	2,361
Madras an Southern Mahratta	10,018	50	18·70	1,15,37	10,852	857	3	860
Nizam's Guaranteed State	6,940	16	19·51	38,56	10,907	168	—3	165
North Western	7,855	261	18·01	7,18,31	14,805	3,285	47	3,332
Oudh and Rohilkhand	9,537	36	12·81	1,37,07	8,526	1,108	2	1,110
South Indian	4,838	32	22·54	57,04	12,680	396	—12	384
Total ...	...	...	...	...	...	13,408	118	13,526
3' 3⅜" gauge.								
Assam-Bengal	3,698	8	5·88	50,22	5,177	466	2	468
Bengal and North-Western	5,597	36	11·46	89,52	4,340	1,091	—12	1,079
Bengal Dooars	...	2	12·62	5,10	3,224	54	...	54
Bhavnagar State	4,817	2	9·61	7,84	3,147	121	...	121
Bombay, Baroda and Central India	*5,490	57	11·27	1,04,77	4,571	1,610	—11	1,599
Burma	5,808	16	5·14	1,17,87	7,344	1,126	24	1,150
Dibru-Sadiya	...	6	22·22	...	...	80	—18	62
Eastern Bengal	4,352	45	19·09	†73,59	†6,560	931	60	991
Gondal-Porbandar State	5,592	3	17·39	4,68	2,021	101	...	101
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	...	2	3·71	*26,29	4,837	183	3	186
Jamnagar	3,769	...	...	1,36	2,506	30	...	30
Jodhpur-Bikaner	6,891	42	39·77	36,84	2,769	277	1	278
Junagad State	3,061	1	11·54	2,60	1,916	69	—3	66
Madras and Southern Mahratta	4,745	46	14·24	†79,89	‡3,884	1,327	—24	1,303
Morvi	...	2	20·00	3,80	5,139	71	2	73
Mysore-Arsikere	3,301	2	28·57	2,94	2,856	25	—10	15
Rohilkund and Kumaon	5,323	6	10·88	22,29	3,903	250	...	250
South Indian	4,445	52	16·60	82,35	6,428	1,469	—2	1,467
Udaipur-Chitorgarh	3,418	...	...	1,29	1,917	36	1	37
Total ...	...	...	...	...	...	9,317	13	9,330

* The calculation has been arrived at without taking into account 70 auxiliary water tanks used for locomotive purposes only.
† Includes the outlay on the 2' 6" gauge section.
‡ Excludes the outlay by the West of India Portuguese railway.
§ Figures have been revised in cases where they do not agree with those given in the previous year's report.

DIX 18—*contd.*

during the financial year 1918-19 (except where otherwise stated).

STOCK.

Number per mile of line open on 31st March 1919, excluding 2nd, 3rd, etc., tracks.						Average mileage run by each *per annum*.					
1st class.	2nd class.	Intermediate class.	3rd class.	All other classes.	Total of all classes.	1st class.	2nd class.	Intermediate class.	3rd class.	All other classes.	Total of all classes.
30	31	32	33	34	35	36	37	38	39	40	41
0·07	0·04	0·03	0·33	0·12	0·59	36,669	50,505	78,218	38,685	39,194	41,719
0·06	0·07	...	0·42	0·15	0·70	...	...	...	...	...	42,337
0·14	0·09	0·16	0·60	0·45	1·44	30,572	45,092	57,861	52,626	38,596	44,558
0·08	0·05	0·06	0·39	0·24	0·82	74,372	110,545	124,202	87,046	55,619	83,055
0·09	0·09	...	0·37	0·19	0·74	...	...	...	...	...	44,764
0·09	0·08	0·01	0·48	0·15	0·81	...	...	...	...	...	38,588
...	...	...	...	...	0·47	...	...	...	...	...	...
0·08	0·04	0·05	0·31	0·20	0·68	38,396	57,148	68,379	56,857	29,999	47,599
0·09	0·05	0·05	0·29	0·20	0·68	...	...	...	...	...	31,218
0·07	0·09	...	0·37	0·13	0·66	22,154	19,411	...	29,394	21,882	26,068
...	...	...	...	...	...	...	...	...	...	...	...
0·06	0·04	0·04	0·19	0·14	0·47	28,123	39,016	28,871	32,551	17,688	27,674
0·04	0·03	0·03	0·38	0·02	0·50	66,727	88,258	80,964	72,244	25,791	71,307
0·07	0·08	0·03	0·20	0·02	0·35	...	...	...	...	...	...
0·06	0·06	...	0·27	0·10	0·49	...	...	...	...	...	43,779
0·07	0·04	0·02	0·47	0·10	0·70	...	...	...	...	...	32,461
...	...	...	...	...	0·72	29,172	36,804	...	29,889	19,960	26,783
...	...	...	...	...	0·68	...	...	...	...	...	...
0·11	0·04	0·09	0·43	0·26	0·93	...	...	...	...	...	...
0·06	0·08	...	0·22	0·08	0·44	20,473	28,975	...	46,894	43,793	39,126
...	...	...	...	...	0·34	...	...	...	...	...	...
0·10	0·04	...	0·34	0·12	0·60	14,096	34,215	...	27,551	19,831	24,209
0·03	0·02	0·02	0·11	0·08	0·21	...	...	...	...	...	65,045
0·10	0·09	...	0·22	0·08	0·49	...	...	...	...	...	32,617
0·06	0·04	...	0·37	0·15	0·62	...	...	...	...	...	33,885
0·22	0·05	...	0·57	0·15	0·99	...	...	...	...	...	...
...	...	...	...	...	0·15	...	...	...	...	...	...
0·05	0·03	0·02	0·29	0·05	0·44	28,153	45,270	39,354	44,561	48,481	43,962
0·11	0·08	...	0·78	0·18	1·15	17,228	27,279	...	22,493	21,519	22,192
...	...	...	...	...	0·55	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...

Number of, outlay on, and work done by, rolling-stock

Railway.	Engines—*concld.*					Coaching		
	Ton-mileage hauled per engine, in thousands of tons.	Average under repairs or renewals at any one time.	Percentage of the average number of engines under repairs or renewals at any one time on the total number on the line.	Total value, in thousands of rupees, on 31st March 1919.	Total value per mile of line open on 31st March 1919, excluding 2nd, 3rd, etc., tracks.	Number at close of 1917-18. †	Number added in 1918-19.	Number at close of 1918-19.
21	22	23	24	25	26	27	28	29
2' 6" gauge.								
Ahmadpur-Katwa	...	...	...	54	1,673	19	...	19
Arakan Light	...	...	...	1,31	7,198	...	10	10
Arrah-Sasaram Light	...	1	20·00	1,27	2,091	23	...	23
Bankura-Damoodar River	...	...	...	1,70	2,839	27	...	27
Baraset-Basirhat Light	...	...	...	1,67	3,194	48	...	48
Barsi Light	...	2	11·76	6,04	5,138	49	...	49
Bengal-Nagpur	2,250	18	17·66	42,35	5,305	333	16	349
Bengal Provincial...	...	1	16·66	1,04	2,322	29	2	31
Bombay, Baroda and Central India	...	4	16·07	3,92	1,091	118	...	118
Bukhtiarpur-Bihar Light	...	...	...	99	3,007	22	...	22
Burdwan-Katwa	...	...	...	1,06	3,263	22	...	22
Champaner-Shivrajpur-Pani Light	1,334	...	...	84	2,590	4	...	4
Cutch State	...	...	...	79	2,158	9	...	9
Dehri-Rohtas Light	...	1	33·33	41	1,509	8	2	10
Dholpur-Bari	...	1	25·00	80	1,543	9	...	9
Dhond-Baramati	...	...	...	71	2,612	5	...	5
Eastern Bengal	...	2	22·22	...	...	46	23	69
Ellichpur-Yeotmal	...	1	7·69	4,93	3,537	32	1	33
Godhra-Lunavada	1,192	...	...	46	1,810	6	...	6
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	1,134	4	14·08	6,48	3,624	106	—1	105
Jessore-Jhenidah	...	...	...	...	...	21	...	21
Kalighat-Falta	...	...	...	1,75	6,925	38	...	38
Kalka-Simla	1,241	5	20·82	6,96	11,622	121	—24	97
Kolar District and Bangalore-Chik Ballapur Light	1,315	1	14·28	1,21	1,179	20	...	20
Madaya Light	Information not available			...	...	...	...	...
Morappur-Hosur and Tirupattur-Krishnagir ...	2,193	2	25·00	3,02	3,061	35	...	35
Morvi	...	1	16·16	99	5,268	42	...	42
Mourbhanj State	741	...	...	69	2,135	11	...	11
Nadiad-Kapadvanj	2,042	...	...	71	2,527	7	...	7
Pachora-Jamner	...	...	...	27	776	...	3	3
Parlakimedi Light	715	1	24·00	1,01	4,115	12	...	12
Powayan Light*	...	...	...	...	...	...	...	...
Pulgaon-Arvi	...	...	...	...	...	...	Included	with the
Shahdara (Delhi)-Saharanpur Light	...	1	12·50	2,76	2,984	43	...	43
Tezpore-Balipara Light	...	1	0·25	84	4,217	14	...	14
Trans-Indus (Kalabagh-Bannu)	1,508	6	23·67	11,73	8,668	62	17	79
Total ...	...	...	...	...	...	1,341	49	1,390
2' 0" gauge.								
Darjeeling-Himalayan	...	4	15·38	5,89	3,715	132	4	136
Gwalior Light	...	5	22·73	7,57	3,028	87	...	87
Howrah-Amta Light	...	...	...	3,29	7,508	118	...	118
Howrah-Sheakhala Light	...	...	...	48	2,415	31	...	31
Jagadhri Light	...	...	...	20	6,038	4	...	4
Jorhat (Provincial)	...	2	25·00	...	...	34	...	34
Kulasekarapatnam Light	...	4	66·66	65	2,019	22	—3	19
Matheran Light	...	...	...	1,41	11,186	35	...	35
Pipar-Bilara Light	279	...	...	19	759	5	...	5
Tarikere-Narasimharajapura...	...	1	50·00	18	701	2	1	3
Tumsar-Tirodi Light	...	1	11·08	...	...	1	...	1
Total ...	...	...	...	...	...	471	2	473
GRAND TOTAL ...	...	...	...	...	...	24,537	182	24,719

*Temporarily dismantled.
†Figures have been revised in cases where they do not agree with those given in the previous year's report.

DIX 18—*contd.*

during the financial year 1918-19 (except where otherwise stated).

STOCK.

Number per mile of line open on 31st March 1919, excluding 2nd, 3rd, etc., tracks.						Average mileage run by each *per annum*.					
1st class.	2nd class.	Inter-mediate class.	3rd class.	All other classes.	Total of all classes.	1st class.	2nd class.	Inter-mediate class.	3rd class.	All other classes.	Total of all classes.
30	31	32	33	34	35	36	37	38	39	40	41
...	...	...	...	...	0·57	...	...	...	...	...	...
0·05	...	...	0·45	0·04	0·54	...	...	...	...	...	...
...	...	...	...	...	0·36	...	...	...	...	...	...
...	...	...	...	...	0·45	...	...	...	...	...	...
0·08	...	0·11	0·64	0·07	0·92	...	...	...	...	...	...
0·04	0·04	...	0·28	0·06	0·42	...	...	...	...	...	...
0·05	0·03	0·02	0·29	0·05	0·44	29,540	44,422	53,195	49,159	61,887	48,470
...	...	...	...	...	0·74	...	...	...	...	...	...
...	...	...	...	...	0·38	...	...	...	...	...	...
0·06	0·03	0·09	0·39	0·09	0·67	...	...	...	...	...	...
...	...	...	...	...	0·66	...	...	...	...	...	...
...	...	...	0·06	0·06	0·12	...	...	...	...	...	...
...	...	...	...	...	0·24	...	...	...	...	...	...
...	...	...	...	...	0·42	...	...	...	...	...	...
0·04	...	...	0·11	0·02	0·17	...	...	...	...	...	...
0·04	...	...	0·11	0·03	0·18	...	...	...	...	...	...
...	...	...	...	...	1·26	...	...	...	...	...	...
0·02	...	...	0·18	0·04	0·24	...	...	...	...	...	...
...	...	...	0·15	0·08	0·23	...	...	...	...	...	...
0·06	0·04	0·04	0·37	0·06	0·57	11,314	23,185	20,301	31,945	36,512	28,651
...	...	...	...	...	0·56	...	...	...	...	...	...
...	...	...	...	...	1·46	...	...	...	...	...	...
0·33	0·26	0·05	0·56	0·40	1·60	10,269	12,774	32,636	19,299	12,514	15,133
...	...	...	...	...	0·20	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
0·08	...	...	0·27	0·05	0·35	27,100	...	...	27,857	19,609	26,527
0·37	0·26	...	1·32	0·26	2·21	...	...	...	...	...	...
0·06	0·04	0·02	0·16	0·06	0·34	11,840	23,579	23,403	27,037	12,224	20,941
...	...	...	0·18	0·07	0·25	...	...	...	...	...	...
...	...	...	0·06	0·03	0·09	...	...	...	...	...	...
0·06	0·01	0·01	0·29	0·12	0·49	11,310	36,504	36,861	26,257	11,817	21,383
...	...	...	...	...	...	...	...	...	...	...	...
Ellichpur	Yeotmal	railway	...	...	...	...	...	...	...	...	...
0·03	...	0·03	0·39	...	0·45	...	...	...	...	...	...
0·15	...	...	0·55	...	0·70	...	...	...	...	...	...
0·05	0·03	0·03	0·41	0·06	0·58	16,158	27,484	43,777	27,610	35,765	27,145
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	0·93	...	...	...	...	...	...
...	...	...	...	...	0·34	...	...	...	...	...	...
...	...	...	...	...	2·69	...	...	...	...	...	...
...	...	...	...	...	1·57	...	...	...	...	...	...
...	...	...	...	...	1·21	...	...	...	...	...	...
...	...	...	...	...	1·05	...	...	...	...	...	...
...	...	...	...	...	0·59	...	...	...	...	...	...
1·38	0·71	...	0·59	0·15	2·83	...	...	...	...	...	11,849
0·01	0·01	...	0·18	...	0·20	...	...	...	...	...	...
...	...	...	...	...	0·11	...	...	...	...	...	...
...	...	...	...	...	0·02	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...

Number of, outlay on, and work done by, rolling-stock

Railway.	Coaching Stock—*concld.*						Goods			
	Average mileage run by each *per diem*.	Freight ton mileage per vehicle, in thousands of tons.	Average under repairs or renewals at any one time.	Percentage of the average number of coaching vehicles under repairs or renewals at any one time on the total stock on the list.	Total value, in thousands of rupees, on 31st March 1919.	Total value per mile of line open on 31st March 1919, excluding 2nd, 3rd, etc., tracks.	Number at close of			
							Covered wagons. ‖	Open wagons. ‖	Timber trucks, including bolster trucks. ‖	All other classes. ‖
42	43	44	45	46	47	48	49	50	51	52
5′ 6″ gauge.										
Bengal-Nagpur	114	58	249	22·62	†1,46,92	†7,779	6,503	7,861	344	656
Bombay, Baroda and Central India ...	117	99	97	10·58	†1,16,71	†9,573	5,106	3,688	...	609
Eastern Bengal	122	...	97	10·80	†88,43	†14,133	5,818	1,160	105	445
East Indian	228	71	310	12·97	†3,13,25	†12,737	20,943	13,080	200	1,485
Great Indian Peninsula	128	77	342	14·48	†2,74,47	†8,794	12,386	5,096	284	1,221
Madras and Southern Mahratta	106	62	171	19·88	†80,42	†7,565	2,873	1,473	132	363
Nizam's Guaranteed State	...	...	20	11·92	16,31	4,614	513	1,239	20	68
North Western	130	77	388	11·65	†4,87,24	†10,044	20,988	5,464	554	841
Oudh and Rohilkhand	86	50	163	14·71	††	††	7,302	591	166	136
South Indian	71	40	44	11·46	†39,94	†8,880	943	507	232	93
Total ...	...	...	...	...	...	...	83,275	40,051	2,027	5,917
3′ 3¾″ gauge.										
Assam-Bengal	76	31	43	9·25	†55,17	†5,687	2,937	531	104	109
Bengal and North-Western	195	63	104	9·67	††	††	7,259	669	292	315
Bengal Docars	...	...	3	4·96	3,94	2,493	367	43	32	20
Bhavnagar State	120	41	13	11·04	†5,92	†2,380	168	304	10	17
Bombay, Baroda and Central India ...	89	55	347	21·69	1,56,22	6,815	6,097	2,298	47	385
Burma	73	34	87	7·54	†97,78	†6,089	4,962	1,663	475	320
Dibru-Sadiya	...	...	5	8·07	...	...	343	934	72	30
Eastern Bengal	...	...	86	8·63	‡‡89,35	‡‡7,953	3,900	816	177	498
Gondal-Porbandar State	107	41	9	8·69	†5,11	†2,211	131	224	9	64
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	...	...	22	12·01	15,14	2,785	631	364	24	47
Jamnagar	66	31	...	...	†1,03	†1,892	40	40	...	...
Jodhpur-Bikaner	178	71	26	9·37	†18,35	†1,379	1,753	345	...	118
Junagad State	89	32	6	8·52	†3,52	†2,600	57	150	3	3
Madras and Southern Mahratta	90	34	167	12·85	§67,30	§3,272	5,004	1,355	155	318
Morvi	...	...	...	...	4,59	6,207	32	87	...	8
Mysore-Arsikere	...	...	...	...	††	††	62	41	5	5
Rohilkund and Kumaon	118	42	23	9·18	†19,17	†3,356	1,742	160	76	79
South Indian	61	26	126	8·59	†1,35,37	†10,567	2,554	1,440	116	243
Udaipur-Chitorgarh	...	...	1	1·69	†2,11	†3,134	41	10	...	4
Total ...	...	...	...	...	...	...	38,080	11,479	1,597	2,578

* For the purposes of this item, unit-miles are converted into tons at certain fixed rates for each class of passenger, to which is added the ton-mileage of other coaching traffic.
† Includes the outlay on motor cars.
‡ Includes the outlay on the 2′ 6″ gauge section.
§ Excludes the outlay by the West of India Portuguese railway.
‖ Figures have been revised in cases where they do not agree with those given in the previous year's report.
†† Included with the outlay on goods stock.

DIX 18—*contd.*

during the financial year 1918-19 (except where otherwise stated).

STOCK.

1917-18.	Number added in 1918-19.					Number at close of 1918-19.				
Total of all classes. †	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.	Total of all classes.	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.	Total of all classes.
53	54	55	56	57	58	59	60	61	62	63
15,364	...	25	...	84	109	6,503	7,886	344	740	15,473
9,353	—20	...	2	10	—8	5,086	3,638	2	619	9,345
7,528	—43	—132	...	139	—36	5,775	1,028	105	584	7,492
35,658	1	1	...	29	31	20,944	13,031	200	1,514	35,689
18,889	—7	—4	—1	22	10	12,279	5,094	283	1,243	18,899
4,841	...	...	...	17	17	2,873	1,473	132	380	4,858
1,830	...	2	—	—9	—11	513	1,231	16	59	1,819
27,847	499	—30	—10	32	491	21,487	5,434	544	873	28,338
8,195	—2	1	...	11	10	7,300	592	166	147	8,205
1,765	...	—1	...	—1	—2	943	506	222	92	1,763
131,270	428	—138	—13	334	611	83,703	39,913	2,014	6,251	131,881
3,681	—59	230	...	2	173	2,878	761	104	111	3,854
8,535	—193	...	...	6	—187	7,066	*669	292	321	8,348
467	...	...	...	...	...	367	48	32	20	467
499	6	...	...	...	6	174	304	10	17	505
8,827	41	34	...	—3	72	6,138	2,832	47	382	8,899
7,420	65	1	—2	—3	61	5,027	1,664	473	317	7,481
1,379	—11	—115	16	11	—99	332	819	88	41	1,280
5,391	—257	—151	—30	30	—408	3,643	665	147	528	4,983
428	7	15	...	...	22	138	239	9	64	450
1,066	—46	—2	...	2	—46	585	362	24	49	1,020
80	...	...	...	...	...	40	40	...	...	80
2,216	—33	—1	...	1	—33	1,720	344	...	119	2,183
213	...	...	...	...	...	57	150	3	3	213
6,832	...	—49	...	9	—40	5,004	1,306	155	327	6,792
122	...	...	...	...	...	32	87	...	3	122
113	—3	—1	...	1	—3	59	40	5	6	110
2,057	...	...	...	...	...	1,742	160	76	79	2,057
4,353	—88	—10	...	18	—80	2,466	1,430	116	261	4,273
55	...	...	...	1	1	41	10	...	5	56
53,734	—571	—49	—16	75	—561	37,509	11,430	1,581	2,653	53,173

* Includes 150 5′ 6″ gauge coal wagons purchased from, and kept for use on, the East Indian railway.
† Figures have been revised in cases where they do not agree with those given in the previous year's report.

Number of, outlay on, and work done by, rolling-stock

Railway.	Coaching Stock—*concld.*						Goods			
	Average mileage run by each *per diem*.	Freight ton mileage per vehicle in thousands of tons. *	Average under repairs or renewals at any one time.	Percentage of the average number of coaching vehicles under repairs or renewals at any one time on the total stock on the list.	Total value in thousands of rupees on 31st March 1919.	Total value per mile of line open on 31st March 1919, excluding 2nd, 3rd, etc., tracks.	Number at close of			
							Covered wagons. §	Open wagons. §	Timber trucks, including bolster trucks. §	All other classes. §
42	43	44	45	46	47	48	49	50	51	52
2′ 6″ gauge.										
Ahmadpur-Katwa	...	...	...	...	81	2,504	...	16	...	4
Arakan Light	...	...	...	...	64	3,537	...	...	...	...
Arrah-Sasaram Light	...	...	2	8·69	1,30	2,156	27	20	...	4
Bankura-Damoodar River	...	...	...	...	†1,33	†2,221	41	35	...	8
Baraset-Basirhat Light	...	...	...	...	2,05	3,927	6	39	...	...
Barsi Light	...	...	6	12·24	...	...	127	56	...	9
Bengal-Nagpur	...	...	30	8·93	27,20	3,408	673	653	43	56
Bengal Provincial	...	...	...	...	76	1,831	24	41	...	3
Bombay, Baroda and Central India	...	...	1	0·85	†6,28	†1,747	220	455	...	27
Bukhtiarpur-Bihar Light	...	...	...	...	81	2,471	18	50	...	...
Burdwan-Katwa	...	...	...	...	†4,05	†3,288	25	11	...	4
Champaner-Shivrajpur-Pani Light	...	...	...	...	39	1,204	6	77	...	4
Cutch State	...	...	...	...	†50	†1,354	5	28	...	...
Dehri-Rohtas Light	...	...	...	...	19	806	37	52	...	...
Dholpur-Bari	...	...	1	11·00	†93	†1,798	8	54	...	2
Dhond-Baramati	...	...	...	...	48	1,770	9	6	...	...
Eastern Bengal	...	...	1	1·45	**	**	61	11	...	2
Ellichpur-Yeotmal	...	44	...	...	3,35	2,399	88	40	...	1
Godhra-Lunavada	...	...	...	...	51	1,995	9	8	...	2
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	78	15	7	7·02	†4,75	†2,359	180	64	19	127
Jessore-Jhenidah	...	...	...	...	...	...	26	12	2	3
Kalighat-Falta	...	...	...	...	2,11	8,323	30	15	...	8
Kalka-Simla	41	10	8	8·67	†9,71	†16,210	73	46	4	2
Kolar District and Bangalore-Chik Ballapur Light	...	...	...	...	††	††	20	19	2	4
Madaya Light	Information not available.				...	...	...	...	...	...
Morappur-Hosur and Tirupattur-Krishnagiri.	73	13	3	8·57	†1,88	†1,901	30	48	...	...
Morvi	...	...	...	...	1,29	6,841	12	47	...	3
Mourbhanj State	57	8	...	...	47	1,443	8	11	...	1
Nadiad-Kapadvanj	...	...	...	...	59	2,101	13	16	...	2
Pachora-Jamner	...	...	...	...	30	866	...	...	...	...
Parlakimedi Light	59	14	2	13·08	††	††	4	12	...	...
Powayan Light†	...	...	...	...	...	...	...	...	...	...
Pulgaon-Arvi	Included with Ellichpur-Yeotmal Railway.						...	...	...	...
Shahdara (Delhi)-Saharanpur Light	...	...	1	2·38	†1,69	†1,830	168	36	2	3
Tezpore-Balipara Light	...	...	...	...	†68	†3,406	42	39	5	3
Trans-Indus (Kalabagh-Bannu)	74	19	3	3·68	†7,95	†5,871	37	50	6	25
Total	...	...	...	...	...	...	2,027	2,099	83	307
2′ 0″ gauge.										
Darjeeling-Himalayan	...	...	...	...	††	††	284	100	9	3
Gwalior Light	...	...	...	...	...	...	237	110	...	1
Howrah-Amta Light	...	...	...	...	4,12	9,380	14	63	...	...
Howrah-Sheakhala Light	...	...	...	...	1,39	7,019	9	4	...	...
Jagadhri Light	...	...	...	...	8	2,468	1	6	...	1
Jorhat (Provincial)	...	...	...	...	...	...	55	46	1	11
Kulasekarapatnam Light	...	...	...	...	†57	†1,819	...	86	...	...
Matheran Light	32	...	...	...	...	...	7	15	...	3
Pipar-Bilara Light	...	...	...	...	††	††	1	7	...	2
Tarikere-Narasimharajapura	...	...	...	...	...	...	2	...	8	24
Tumsar-Tirodi Light	...	...	...	...	...	...	...	400	...	...
Total	...	...	...	...	...	...	610	787	18	45
GRAND TOTAL	...	...	...	...	...	...	123,992	54,416	3,725	8,847

* For the purposes of this item, unit-miles are converted into tons at certain fixed rates for each class of passenger, to which is added the ton-mileage of other coaching traffic.
† Includes the outlay on motor cars.
‡ Temporarily dismantled.
§ Figures have been revised in cases where they do not agree with those given in the previous year's report.
** Included with the Eastern Bengal Railway 3′ 3¾″ gauge section.
†† Included with the outlay on goods stock.

APPENDIX 18—*contd.*

during the financial year 1918-19 (except where otherwise stated).

STOCK.

1917-18.	Number added in 1918-19.					Number at close of 1918-19.				
Total of all classes. *	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.	Total of all classes.	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.	Total of all classes.
53	54	55	56	57	58	59	60	61	62	63
20	...	...	...	...	...	...	16	...	4	20
...	2	6	...	...	8	2	6	...	...	8
51	...	...	...	...	...	27	20	...	4	51
84	...	...	...	...	...	41	35	...	8	84
45	...	...	...	...	...	6	39	...	...	45
192	...	...	...	...	...	127	56	...	9	192
1,455	...	...	...	...	...	673	683	43	56	1,455
68	...	—3	...	—2	—5	24	38	...	1	63
702	—2	—57	...	—4	—63	218	398	...	23	639
68	...	...	...	...	...	18	50	...	...	68
40	...	...	...	...	...	25	11	...	4	40
87	...	...	...	...	...	6	77	...	4	87
33	...	...	...	...	...	5	28	...	...	33
89	...	20	...	...	20	37	72	...	...	109
64	...	...	...	...	...	8	54	...	2	64
15	...	...	...	2	2	9	6	...	2	17
74	8	...	...	2	10	69	11	...	4	84
129	2	6	...	2	10	90	46	...	3	139
19	...	9	...	...	9	9	17	...	2	28
390	—21	...	—12	11	—22	159	64	7	138	368
43	...	...	...	...	...	26	12	2	3	43
53	...	...	...	...	...	30	15	...	8	53
125	...	...	...	21	21	73	46	4	23	146
45	3	...	...	...	3	23	19	2	4	48
...	...	...	Information not available.			...	...	...	...	...
78	...	...	...	...	...	30	48	...	...	78
62	...	...	...	...	...	12	47	...	3	62
20	...	...	...	...	...	8	11	...	1	20
31	...	...	...	...	...	13	16	...	2	31
...	10	...	2	1	13	10	...	2	1	13
18	...	...	...	...	...	4	14	...	...	18
...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...
209	...	...	...	...	...	168	36	2	3	209
89	4	...	...	...	4	46	39	5	3	93
118	66	19	...	9	94	103	69	6	34	212
4,516	72	...	—10	42	104	2,099	2,099	73	349	4,620
396	...	...	...	...	...	284	100	9	3	396
348	...	—3	...	...	—3	237	107	...	1	345
77	...	...	...	...	...	14	63	...	...	77
13	...	...	...	...	...	9	4	...	...	13
8	...	...	...	...	...	1	6	...	1	8
113	...	—4	...	...	—4	55	42	1	11	109
36	...	...	...	...	...	...	36	...	...	36
25	...	...	...	...	...	7	15	...	3	25
10	...	...	...	...	...	1	7	...	2	10
34	...	...	...	1	1	2	...	8	25	35
400	...	...	...	...	...	...	400	...	...	400
1,460	...	—7	...	1	—6	610	780	18	46	1,454.
190,980	—71	—194	—39	452	148	123,921	54,222	3,686	9,299	191,128

* Figures have been revised in cases where they do not agree with those given in the previous year's report.

Number of, outlay on, and work done by, rolling-stock

Railway.	Number of all classes per mile of line open on 31st March 1919, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each *per annum*.	Average mileage run by each *per diem*.	Goods: Average tare in tons. Covered wagons.	Goods: Average tare in tons. Open wagons.	Goods: Average carrying capacity in tons. Covered wagons.	Goods: Average carrying capacity in tons. Open wagons.
64	65	66	67	68	69	70	71
5' 6" gauge.							
Bengal-Nagpur	8·19	13,619	37	8·44	8·89	17·03	18·45
Bombay, Baroda and Central India	7·10	17,690	48	8·46	8·31	18·99	19·17
Eastern Bengal	12·06	12,659	35	8·81	7·99	16·55	16·38
East Indian	12·51	23,007	63	8·10	7·36	18·47	17·37
Great Indian Peninsula	5·94	14,392	39	9·05	7·79	18·16	16·36
Madras and Southern Mahratta	4·57	16,551	45	8·14	7·71	17·39	17·09
Nizam's Guaranteed State	5·17	...	...	8·64	...	18·75	...
North Western	5·83	12,772	35	8·43	7·89	21·41	17·51
Oudh and Rohilkhand	5·10	12,499	34	8·05	6·33	18·03	13·50
South Indian	3·03	11,820	32	8·16	7·66	18·12	13·67
Total ...	...	...	...	...	...	...	...
3' 3⅜" gauge.							
Assam-Bengal	3·88	6,352	17	5·44	3·88	10·73	8·15
Bengal and North-Western	*3·82	*15,087	*41	4·29	*2·88	11·04	*10·34
Bengal Docars	2·95	...	...	...	...	9·80	10·00
Bhavnagar State	2·03	7,877	20	3·93	3·12	7·35	7·57
Bombay, Baroda and Central India	3·88	20,731	57	4·59	4·63	10·47	12·68
Burma	4·68	14,225	39	4·90	3·81	11·42	9·18
Dibru-Sadiya	13·99	...	...	...	...	...	...
Eastern Bengal	4·78	...	...	7·51	3·49	12·74	9·17
Gondal-Porbandar State	1·94	7,670	21	3·89	3·27	7·57	8·01
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	1·87	...	...	4·68	...	11·17	...
Jamnagar	1·48	4,366	12	4·25	4·11	7·35	7·35
Jodhpur-Bikaner	1·64	10,711	29	5·28	5·06	9·49	13·20
Junagad State	1·57	9,678	26	4·01	3·93	7·35	7·44
Madras and Southern Mahratta	3·22	12,562	34	3·83	4·37	8·24	9·59
Morvi	1·65	...	...	4·60	5·50	7·40	9·00
Mysore-Arsikere	1·07	...	...	5·00	5·00	10·00	10·00
Rohilkund and Kumaon	3·60	8,663	24	4·95	3·49	13·55	10·61
South Indian	3·34	13,106	36	6·37	4·77	12·81	9·91
Udaipur-Chitorgarh	0·23	...	...	4·04	3·19	8·92	7·40
Total ...	...	...	...	...	...	...	...

* The calculations have been arrived at without taking into account 150 5' 6" gauge coal wagons purchased from, and kept for use on, the East Indian railway.

DIX 18—*contd.*

during the financial year 1918-19 (except where otherwise stated).

STOCK—*concld.*

Average load of a goods vehicle, loaded and empty, per mile.	Freight ton-mileage per vehicle, in thousands of tons.	Average under repairs or renewals at any one time.	Percentage of the average number of goods vehicles under repairs or renewals at any one time on the total stock on the list.	Total value, in thousands of rupees, on 31st March 1919.	Total value per mile of line open on 31st March 1919, excluding 2nd, 3rd, etc., tracks.	Grand total value of rolling-stock in thousands of rupees on 31st March 1919.	Grand total value of rolling-stock per mile of line open on 31st March 1919, excluding 2nd, 3rd, etc., tracks.
72	73	74	75	76	77	78	79
10·25	143	1,002	6·48	5,25,34	27,816	9,80,03	51,891
7·87	123	343	3·68	2,71,84	22,293	5,58,35	45,789
5·12	...	270	3·60	2,45,11	39,456	4,85,08	77,984
8·05	166	1,240	3·47	12,38,29	50,350	21,35,40	86,827
9·78	180	229	4·40	5,87,21	17,211	13,98,23	41,797
8·53	164	572	11·77	1,47,74	13,897	3,43,53	32,314
8·86	...	137	7·54	52,60	14,879	1,07,47	30,400
9·42	129	1,143	4·04	8,79,04	18,118	20,84,69	42,967
9·66	108	475	5·79	*3,36,46	*20,930	4,73,53	29,456
9·10	89	150	8·51	56,00	12,450	1,52,98	34,010
...	...	...	...	...	...	...	...
4·60	36	188	4·88	94,82	9,774	2,00,21	20,638
**4·75	**59	480	5·86	†1,96,46	†9,526	2,85,98	38,866
...	...	12	2·56	8,85	5,597	17,89	11,314
3·81	52	28	5·59	6,11	2,453	19,87	7,981
5·17	106	463	5·20	1,13,04	4,933	3,74,03	16,318
4·92	71	423	5·65	1,44,27	8,989	3,59,87	22,422
...	...	109	8·52	...	...	¶37,53	¶43,635
4·51	...	217	4·36	§1,30,81	§11,660	§2,93,75	§26,178
4·22	51	18	3·94	5,71	2,465	15,50	6,697
...	...	44	4·28	21,95	4,038	163,38	11,660
3·70	32	...	...	1,72	3,177	14,11	7,575
4·75	107	68	2·90	37,08	2,784	92,22	6,932
3·30	34	9	4·37	‡3,21	‡2,870	‡9,33	6,886
4·58	54	347	5·12	‡98,99	‡4,812	‡2,46,18	‡11,968
...	...	6	5·80	2,82	3,821	11,21	15,167
...	...	...	...	†6,40	†6,221	9,34	9,077
5·58	48	58	2·80	39,93	6,990	181,39	14,249
4·57	57	178	4·17	81,74	6,381	2,99,46	23,376
3·65	...	...	...	85	1,262	4,25	6,318
...	...	...	...	...	...	...	...

* Includes the outlay on coaching stock and motor cars.
† Includes the outlay on coaching stock.
‡ Excludes the outlay by the West of India Portuguese railway.
§ Includes the outlay on the 2' 6" gauge section.
¶ Excludes the outlay by the Ledo and Tikak-Margherita Colliery railway.
** The calculations have been arrived at without taking into account 150 5' 6" gauge coal wagons purchased from, and kept for use on, the East Indian railway.

APPEN

Number of, outlay on, and work done by, rolling-stock

Railway.	Number of all classes per mile of line open on 31st March 1919, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each *per annum.*	Average mileage run by each *per diem.*	Goods: Average tare in tons. Covered wagons.	Goods: Average tare in tons. Open wagons.	Goods: Average carrying capacity in tons. Covered wagons.	Goods: Average carrying capacity in tons. Open wagons.
64	65	66	67	68	69	70	71
2′ 6″ GAUGE.							
Ahmadpur-Katwa	0·60	...	...	...	2·75	...	8·00
Arakan Light	0·44	...	...	3·00	3·00	10·00	10·00
Arrah-Sasaram Light	0·78	...	...	3·20	2·95	8·00	8·00
Bankura-Damoodar River	1·40	...	...	3·50	2·75	8·00	8·00
Baraset-Basirhat Light	0·86	...	...	2·75	2·75	7·00	7·00
Barsi Light	1·63	...	...	6·59	4·78	13·60	15·35
Bengal-Nagpur	1·82	11,525	32	7·46	6·78	16·03	15·95
Bengal Provincial	1·52	...	...	...	...	...	...
Bombay, Baroda and Central India	1·78	...	...	3·00	4·11	6·06	10·68
Bukhtiarpur-Bihar Light	2·06	...	...	2·75	2·50	6·00	7·00
Bardwan-Katwa	1·21	...	...	3·59	2·75	8·00	8·00
Champaner-Shivrajpur-Pani Light	2·68	...	...	6·12	4·07	13·83	9·14
Cutch State	0·90	...	...	4·50	6·83	16·00	6·00
Dehri-Rohtas Light	4·57	...	...	...	...	...	...
Dholpur-Bari	1·24	...	...	6·50	2·90	16·00	8·75
Dhond-Baramati	0·62	...	...	6·70	5·30	16·00	16·00
Eastern Bengal	1·53	...	...	...	...	...	...
Ellichpur-Yeotmal	1·00	...	...	6 70	4·52	16·00	12·52
Godhra-Lunavada	1·10	...	...	6·61	5·00	14·55	11·68
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	2·06	4,020	11	4·07	3·46	8·15	8·49
Jessore-Jhenidah	1·16	...	...	3·50	2·75	8·00	8·00
Kalighat-Falta	2 03	...	...	3·50	2·75	8·00	8·00
Kalka-Simla	2·43	8,064	22	6·51	6·92	14 14	17·72
Kolar District and Bangalore-Chik Ballapur Light	0·47	...	...	3·00	3·00	6·00	7·00
Madaya Light	Information not available			...	...	...	...
Morappur-Hosur and Tirupattur-Krishnagiri	0·79	5,065	14	6·46	5·75	9·50	10·00
Morvi	3·31	...	...	4·00	3·50	5·00	7·00
Mourbhanj State	0·62	6,256	17	5·84	5·12	13·10	11·64
Nadiad-Kapadvanj	1·11	...	...	6·80	6·25	15·00	16·00
Pachora-Jamner	0·38	...	...	6·70	...	16·00	...
Parlakimedi Light	0·73	5,520	15	7·28	4·06	12·64	7·38
Powayan Light*	...	...	...	...	...	...	...
Pulgaon-Arvi	...	...	...	Included	with the	Ellichpur-	Yeotmal
Shahdara (Delhi)-Saharanpur Light	2·26	...	...	3·70	3·40	8·00	8·00
Tezpore-Balipara Light	4·63	...	...	2·00	2·00	4·00	4·00
Trans Indus (Kalabagh-Bannu)	1·57	8,864	24	6·61	4·94	14·70	12·49
Total	...	...	...	...	...	...	...
2′ 0″ GAUGE.							
Darjeeling-Himalayan	2·70	...	...	...	...	...	...
Gwalior Light	1·38	...	...	...	...	...	...
Howrah-Amta Light	1·76	...	...	2·50	2·50	5·00	5·00
Howrah-Sheakhala Light	0·66	...	...	2·50	2·25	5·00	5·00
Jagadhri Light	2·42	...	...	3·30	2·47	7·00	7·00
Jorhat (Provincial)	3·35	...	...	...	...	...	...
Kulasekarapatnam Light	1·12	...	...	...	1·56	...	4·00
Matheran Light	1·98	...	...	1·80	1·80	3·00	3·00
Pipar-Bilara Light	0·40	...	...	3·03	2·23	5·00	5·71
Tarikere-Narasimharajapura	1·32	...	...	2·00	...	5·00	...
Tumsar-Tirodi Light	8·79	...	...	...	1·06	...	2·56
Total	...	...	...	...	...	...	...
GRAND TOTAL	...	...	...	...	...	...	...

*Temporarily dismantled.

DIX 18—*concld.*

during the financial year 1918-19 (except where otherwise stated).

STOCK—*concld.*

Average load of a goods vehicle, loaded and empty, per mile.	Freight ton-mileage per vehicle, in thousands of tons.	Average under repairs or renewals at any one time.	Percentage of the average number of goods vehicles under repairs or renewals at any one time on the total stock on the list.	Total value in thousands of rupees on 31st March 1919.	Total value per mile of line open on 31st March 1919, excluding 2nd, 3rd, etc., tracks.	Grand total value of rolling-stock, in thousands of rupees, on 31st March 1919.	Grand total value of rolling-stock per mile of line open on 31st March 1919, excluding 2nd, 3rd, etc., tracks.
72	73	74	75	76	77	78	79
...	...	...	...	39	1,210	1,74	5,387
...	...	...	...	31	1,703	2,26	12,438
...	...	3	5·88	1,07	1,765	3,64	6,012
...	...	...	...	1,53	2,552	4,56	7,612
...	...	...	...	84	1,612	4,56	8,733
...	...	5	2·60	*14,59	*12,422	20,63	17,560
2·61	29	50	3·47	46,94	5,880	1,16,49	14,593
...	...	...	...	87	2,103	2,67	6,256
3·75	...	4	0·63	9,87	2,747	20,07	5,585
...	...	...	...	1,68	5,081	3,48	10,559
...	...	...	...	76	2,336	2,87	8,837
...	...	...	...	1,41	4,346	2,64	8,140
...	...	...	...	37	1,020	1,66	4,532
...	...	...	...	165	6,922	2,25	9,337
...	...	2	3·12	105	2,037	2,78	5,378
...	...	...	...	57	2,102	1,76	6,484
Included	with the Eastern Bengal railway	(3' 3¾" gauge section).			...	...	...
...	37	1	0·72	4,97	3,566	13,25	9,502
...	...	...	...	59	2,341	1,56	6,146
2·20	9	15	4·04	7,00	3,914	18,23	10,197
...	...	...	...	...	...	2,83	7,711
...	...	...	...	1,05	4,124	4,91	19,373
3·95	33	7	4·96	3,41	5,692	20,08	33,524
...	...	...	...	*3,60	*3,527	4,81	4,706
Information	not available.	...	...	...	...	...	...
2·24	10	3	3·85	2,46	2,489	7,36	7,451
...	...	5	8·06	1,10	5,801	3,38	17,910
2·60	16	3	13·35	54	1,675	1,70	5,253
...	...	...	...	82	2,948	2,12	7,576
...	...	...	...	40	1,157	97	2,799
2·24	12	2	12·78	†76	†3,102	1,77	7,217
...	...	...	...	...	...	...	...
railway.	...	...	...	...	...	...	...
...	...	3	1·43	4,95	5,351	9,40	10,165
...	...	...	...	77	3,854	2,29	11,477
3·95	35	1	0·36	7,10	5,243	26,78	19,762
...	...	...	...	...	...	...	...
...	...	...	...	*8,40	*8,439	14,29	12,154
...	...	...	...	...	...	...	...
...	...	...	...	1,26	2,882	8,67	19,765
...	...	...	...	46	2,339	2,83	11,773
...	...	1	12·50	11	3,386	89	11,892
...	...	...	...	...	...	3,46	10,647
...	...	7	19·44	53	1,657	1,75	5,495
...	...	...	...	*1,42	*11,263	2,83	22,449
...	...	...	...	†33	†1,320	52	2,079
...	...	...	...	*38	*1,045	56	1,746
...	...	5	1·15	...	...	...	...
...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...

* Includes the outlay on coaching stock and motor cars.
† Includes the outlay on coaching stock.

Rolling-stock fitted with automatic brakes

Railway system.	Locomotives.								
	Engines employed exclusively on passenger working.			Engines employed exclusively on goods working.			Engines employed exclusively on mixed working, or on both passenger working and goods working.		
	Fitted.	Not fitted.	Percentage of fitted on total.	Fitted.	Not fitted.	Percentage of fitted on total.	Fitted.	Not fitted.	Prcentage of fitted on total.
1	2	3	4	5	6	7	8	9	10
5′ 6″ Gauge.									
Bengal-Nagpur	89	...	100·00	...	...	...	350	73	82·94
Bombay, Baroda and Central India	148	...	100·00	...	...	...	192	22	89·72
Eastern Bengal	103	...	100·00	85	2	97·70	84	41	67·20
East Indian	148	...	100·00	780	140	84·78	184	5	97·35
Great Indian Peninsula	342	...	100·00	666	20	97·08	194	14	93·27
Madras and Southern Mahratta	77	...	100·00	...	...	...	174	19	90·16
Nizam's Guaranteed State	10	...	100·00	3	18	14·29	32	18	64·00
North Western	286	...	100·00	955	...	100·00	203	6	97·13
Oudh and Rohilkhand	99	...	100·00	...	...	...	173	9	95·05
South Indian	33	...	100·00	...	...	...	99	10	90·83
3′ 3½″ Gauge.									
Assam-Bengal	5	...	100·00	...	...	...	115	17	87·12
Bengal and North-Western	...	...	...	...	...	...	148	168	44·37
Bengal Dooars	...	...	...	...	...	...	6	10	37·50
Bhavnagar State	...	...	...	...	...	...	14	9	60·87
Bombay, Baroda and Central India	227	...	100·00	...	...	...	232	*114	65·90
Burma	12	...	100·00	...	...	...	236	63	78·93
Dibru-Sadiya	...	...	...	...	...	...	17	10	62·90
Eastern Bengal	58	...	100·00	65	...	100·00	102	9	91·89
Gondal-Porbandar State	...	...	...	...	...	...	8	10	44·44
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	22	...	100·00	10	...	100·00	7	24	22·58
Jamnagar	...	...	...	...	...	...	4	...	100·00
Jodhpur-Bikaner	...	...	...	...	...	...	5	100	4·76
Junagad State	...	...	...	...	...	...	5	8	38·46
Madras and Southern Mahratta	51	3	94·44	27	...	100·00	62	180	25·62
Morvi	...	...	...	...	...	...	6	4	60·00
Mysore-Arsikere	...	...	...	...	...	...	5	2	71·43
Rohilkund and Kumaon	7	...	100·00	...	2	...	29	22	56·86
South Indian	35	...	100·00	...	...	...	260	20	92·86
Udaipur-Chitorgarh	...	...	...	...	...	...	...	4	...
2′ 6″ & 2′ 0″ Gauges.									
Barsi Light	...	...	...	...	...	...	16	1	94·12
Bengal-Nagpur	...	...	...	...	...	...	107	10	91·45
Kalka-Simla	...	...	...	...	...	...	22	...	100·00
Trans Indus (Kalabagh-Bannu)	...	...	...	...	...	...	27	...	100·00
Other 2 6″ and 2′ 0″ gauge lines	...	...	...	...	13	...	20	252	7·35
Total ...	1,752	3	99·83	2,591	195	93·00	3,138	1,249	71·53

* Includes 79 auxiliary water tanks used for Locomotive purpose only.

DIX 19.

on the 31st March 1919.

Coaching vehicles, including brake-vans used exclusively on passenger service.				Goods vehicles, including brake-vans used indiscriminately on passenger, goods or mixed service, but excluding cranes and their dummy trucks.				Railway system.
Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.	Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.	
11	12	13	14	15	16	17	18	19
								5′ 6″ Gauge.
1,075	35	...	100·00	8,980	1,421	5,036	67·38	Bengal-Nagpur.
914	3	...	100·00	5,657	446	3,224	65·43	Bombay, Baroda and Central India.
658	35	209	76·70	3,015	802	3,652	51·10	Eastern Bengal.
2,145	29	216	90·96	19,043	508	16,078	54·83	East Indian.
2,320	...	41	98·26	11,395	1,805	5,567	70·34	Great Indian Peninsula.
*860	...	...	100·00	2,702	2,128	...	100·00	Madras and Southern Mahratta.
161	4	...	100·00	557	1	1,257	30·74	Nizam's Guaranteed State.
3,280	52	...	100·00	22,405	1,849	4,016	85·79	North Western.
1,077	27	6	99·47	3,792	1,912	2,459	69·88	Oudh and Rohilkhand.
384	...	...	100·00	1,232	197	329	81·29	South Indian.
								3′ 3½″ Gauge.
451	17	...	100·00	2,762	428	632	83·46	Assam-Bengal.
621	196	262	75·72	†264	36	8,028	1·83	Bengal and North-Western.
7	10	37	31·18	4	4	456	1·72	Bengal Dooars.
50	27	44	63·64	...	2	502	0·40	Bhavnagar State.
1,525	28	46	97·12	3,256	4,537	1,088	87·75	Bombay, Baroda and Central India.
‡715	44	391	66·09	3,140	15	4,254	42·58	Burma.
80	4	23	54·84	353	412	513	59·86	Dibru-Sadiya.
811	122	58	94·15	333	84	4,536	8·42	Eastern Bengal.
38	34	29	71·29	...	3	446	0·66	Gondal-Porbandar State.
177	6	3	98·39	133	8	873	13·90	Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.
4	9	17	43·33	...	...	80	...	Jamnagar.
...	25	253	8·98	...	...	2,183	...	Jodhpur-Bikaner.
35	18	13	80·80	...	8	205	3·76	Junagad State.
711	103	489	62·47	235	1	6,531	3·49	Madras and Southern Mahratta.
46	10	17	81·70	...	...	122	...	Morvi.
15	...	...	100·00	56	35	18	83·49	Mysore-Arsikere.
88	55	112	55·20	17	1	2,017	0·88	Rohilkund and Kumaon.
975	46	446	69·60	129	171	3,961	7·04	South Indian.
...	14	23	37·84	...	...	56	...	Udaipur-Chitorgarh.
								2′ 6″ & 2′ 0″ Gauges.
42	...	...	100·00	71	120	...	100·00	Barsi Light.
360	...	42	88·71	1,330	2	153	89·70	Bengal-Nagpur.
97	...	...	100·00	143	2	...	100·00	Kalka-Simla.
78	...	1	98·73	164	5	43	79·72	Trans-Indus (Kalabagh-Bannu).
15	...	1,251	...	...	...	4,018	...	Other 2′ 6″ & 2′ 0″ gauge lines.
19,732	953	4,034	83·68	91,168	16,943	82,333	56·76	

* Excludes 2 rail motor coaches fitted with automatic vacuum brake.
† Includes 150 5′ 6″ gauge coal wagons purchased from, and kept for use on, the East Indian Railway.
‡ Excludes three rail motor cars fitted with automatic vacuum brake.

APPENDIX 20.

Rolling-stock lighted by either gas or electricity on the 31st March 1919.

Railway system.	Number of vehicles fitted for lighting with			Number of vehicles not fitted.	Proportion per cent of fitted to total.	Remarks.
	Gas.	Electricity.	Total.			
1	2	3	4	5	6	7
5′ 6″ gauge.						
Bengal-Nagpur	885	105	990	...	100·00	
Bombay, Baroda and Central India	872	124	996	...	100·00	
Eastern Bengal	379	213	592	3	99·50	
East Indian	1,734	156	1,890	159	92·24	
Great Indian Peninsula	1,783	344	2,127	41	98·11	
Madras and Southern Mahratta	1,016	*24	1,040	55	94·98	* Eight of these vehicles are also fitted for lighting with gas.
Nizam's Guaranteed State	109	17	126	67	65·28	
North Western	2,602	626	3,228	...	100·00	
Oudh and Rohilkhand	840	†153	993	117	89·46	† Three of these vehicles are also fitted for lighting with gas.
South Indian	217	181	398	41	90·66	
3′ 3⅜″ gauge.						
Assam-Bengal	401	28	429	7	98·39	
Bengal and North-Western	...	1,225	1,225	112	91·62	
Bengal Dooars	...	66	66	4	94·29	
Bhavnagar State	...	29	29	85	25·44	
Bombay, Baroda and Central India.	...	1,458	1,458	139	91·30	
Burma	...	335	335	767	30·39	
Dibru-Sadiya	...	37	37	43	46·25	
Eastern Bengal	642	224	866	...	100·00	
Gondal-Porbandar State	...	78	78	20	79·59	
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	140	6	146	64	69·52	
Jamnagar	...	1	1	28	3·45	
Jodhpur-Bikaner	...	315	315	28	91·84	
Junagad State	...	27	27	39	40·91	
Madras and Southern Mahratta	1,346	‡6	1,352	4	99·70	‡These vehicles are also fitted for lighting with gas.
Morvi	...	...	...	73	...	
Rohilkund and Kumaon	...	182	182	95	65·70	
South Indian	...	926	926	81	91·96	
Udaipur-Chitorgarh	...	42	42	1	97·67	
2′ 6″ gauge.						
Ahmadpur-Katwa	...	§23	23	...	100·00	§ Owing to the non-receipt of dynamos these vehicles are temporarily lighted with oil lamps.
Arakan Light	...	...	...	10	...	
Arrah-Sasaram Light	...	27	27	...	100·00	
Bankura-Damoodar River	...	§33	33	...	100·00	
Baraset-Basirhat Light	...	48	48	...	100·00	
Barsi Light	...	49	49	...	100·00	
Bengal-Nagpur	299	36	335	42	88·86	
Bengal Provincial	...	25	25	6	80·65	
Bombay, Baroda and Central India	...	4	4	112	3·45	
Bukhtiarpur-Bihar Light	...	22	22	...	100·00	
Burdwan-Katwa	...	§26	26	...	100·00	
Champaner-Shivrajpur-Pani Light	...	...	...	4	...	|| Includes figures for the Bangalore-Chik Ballapur Light and Mysore-Arsikere Railways.
Cutch State	...	...	...	...	...	
Dehri-Rohtas Light	...	...	...	10	...	
Dholpur-Bari	...	9	9	...	100·00	
Eastern Bengal	...	...	...	69	...	
Godhra-Lunavada	...	...	...	6	...	
Great Indian Peninsula	40	...	40	...	100·00	
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	...	47	47	57	45·19	
Jessore-Jhenidah	...	§19	19	...	100·00	¶ Information not available.
Kalighat-Falta	...	46	46	...	100·00	
Kalka-Simla	...	97	97	...	100·00	
Kolar District||	...	15	15	18	54·54	
Madaya Light¶	...	...	...	...	...	
Morappur-Hosur and Tirupattur-Krishnagiri.	...	...	...	35	...	
Morvi	...	...	...	42	...	
Nadiad-Kapadvanj	...	...	...	7	...	
Shahdara (Delhi)-Saharanpur Light	...	42	42	...	100·00	
Tezpore-Balipara Light	...	...	...	14	...	
Trans-Indus (Kalabagh-Bannu)	...	79	79	...	100·00	
2′ 0″ gauge.						
Darjeeling-Himalayan	...	66	66	5	92·96	
Gwalior Light	...	...	...	87	...	
Howrah-Amta Light	...	117	117	1	99·15	
Howrah-Sheakhala Light	...	30	30	1	96·77	
Jagadhri Light	...	...	...	4	...	
Jorhat (Provincial)	...	...	...	34	...	
Kulasekarapatnam Light	...	...	...	19	...	
Matheran Light	...	...	...	25	...	
Pipar-Bilara Light	...	...	...	5	...	
Tarikere-Narasimharajapura	...	...	...	3	...	
Tumsar-Tirodi Light	...	...	...	1	...	
Total	13,305	7,788	21,093	2,700	88·65	

APPENDIX 21.

Trains provided with means of communication throughout between passengers and railway servants on the 31st March 1919.

Railway system.	Particulars.	Mail.	Passenger.	Mixed.	Total.	Remarks.
1	2	3	4	5	6	7
5' 6" gauge.						
Bengal-Nagpur	Total number of trains run	4	56	24	84	
	Total number of trains fitted with communication.	4	46	2	52	
Bombay, Baroda and Central India.	Total number of trains run	4	157	30	191	
	Total number of trains fitted with communication.	4	157	30	191	
Eastern Bengal	Total number of trains run...	6	114	24	144	
	Total number of trains fitted with communication.	6	114	18	128	
East Indian ...	Total number of trains run	4	100	107	211	
	Total number of trains fitted with communication.	4	31	2	37	
Great Indian Peninsula.	Total number of trains run	17	116	69	202	
	Total number of trains fitted with communication.	17	116	...	133	
Madras and Southern Mahratta.	Total number of trains run	6	97	22	127	
	Total number of trains fitted with communication.	6	97	...	105	
Nizam's Guaranteed State.	Total number of trains run	2	2	...	4	
	Total number of trains fitted with communication.	2	2	...	4	
North Western	Total number of trains run	10	39	133	182	
	Total number of trains fitted with communication.	10	39	...	49	
Oudh and Rohilkhand.	Total number of trains run	2	7	47	56	
	Total number of trains fitted with communication.	2	7	35	44	
South Indian ...	Total number of trains run	4	2	48	54	
	Total number of trains fitted with communication.	4	2	48	54	
3' 3¾" gauge.						
Assam-Bengal ...	Total number of trains run	...	...	49	49	
	Total number of trains fitted with communication.	...	...	40	40	
Bengal and North-Western.	Total number of trains run...	...	6	164	170	
	Total number of trains fitted with communication.	...	6	...	6	
Bhavnagar State	Total number of trains run	2	9	15	26	
	Total number of trains fitted with communication.	2	4	...	6	
Bombay, Baroda and Central India.	Total number of trains run	2	32	87	121	
	Total number of trains fitted with communication.	2	32	74	108	
Burma ...	Total number of trains run	4	122	89	215	
	Total number of trains fitted with communication.	4	...	16	20	
Eastern Bengal	Total number of trains run	4	34	55	93	
	Total number of trains fitted with communication.	4	34	21	59	
Gondal-Porbandar State.	Total number of trains run	...	5	13	18	
	Total number of trains fitted with communication.	...	5	...	5	
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	Total number of trains run	...	26	4	30	
	Total number of trains fitted with communication.	...	26	...	26	
Jodhpur-Bikaner.	Total number of trains run	2	2	32	36	
	Total number of trains fitted with communication.	2	2	32	36	
Madras and Southern Mahratta.	Total number of trains run...	*8	13	89	110	*Trains which are not provided with communication are run at the speed of mixed trains.
	Total number of trains fitted with communication.	2	2	...	4	
South Indian ...	Total number of trains run	6	61	113	180	
	Total number of trains fitted with communication.	6	42	8	56	
2' 6" gauge.						
Arakan Light ...	Total number of trains run	...	4	...	4	
	Total number of trains fitted with communication.	...	4	...	4	
Bengal-Nagpur	Total number of trains run	...	10	30	40	
	Total number of trains fitted with communication.	...	10	22	32	
Kalka-Simla ...	Total number of trains run	4	4	...	8	
	Total number of trains fitted with communication.	4	4	...	8	

APPENDIX 22.

Carriages provided with means of communication between passengers and railway servants on the 31st March 1919.

Railway system.	Particulars.	First class, including saloons, dining cars and reserved carriages.	Second class.	Intermediate class.	Third class.	All other carriages, including composites, but excluding those (such as carriage trucks, luggage vans, etc.), which do not require to be provided with means of communication.	Total.	Remarks.
1	2	3	4	5	6	7	8	9
5' 6" gauge.								
Bengal-Nagpur	Total number of carriages ...	71	25	49	589	224	958	
	Total number of carriages fitted with communication.	71	25	49	589	224	958	
Bombay, Baroda and Central India.	Total number of carriages ...	49	35	...	477	163	724	
	Total number of carriages fitted with communication.	49	35	...	477	163	724	
Easter Bengal ...	Total number of carriages ...	50	12	33	339	301	735	
	Total number of carriages fitted with communication.	50	12	33	339	301	735	
East Indian ...	Total number of carriages ...	155	62	92	947	658	1,909	
	Total number of carriages fitted with communication.	151	62	91	447	612	1,363	
Great Indian Peninsula.	Total number of carriages ...	162	138	...	1,065	791	2,156	
	Total number of carriages fitted with communication.	162	138	...	1,024	791	2,115	
Madras and Southern Mahratta.	Total number of carriages ...	57	39	4	446	259	805	
	Total number of carriages fitted with communication.	57	39	4	446	259	805	
Nizam's Guaranteed State.	Total number of carriages ...	34	10	...	39	51	134	
	Total number of carriages fitted with communication.	34	10	...	39	51	134	
North Western	Total number of carriages ...	223	64	115	1,210	900	2,512	
	Total number of carriages fitted with communication.	223	64	115	1,210	900	2,512	
Oudh and Rohilkhand.	Total number of carriages ...	93	28	35	399	322	877	
	Total number of carriages fitted with communication.	93	28	35	397	249	802	
South Indian ...	Total number of carriages ...	13	22	...	185	138	358	
	Total number of carriages fitted with communication.	13	22	...	185	138	358	

APPENDIX 22—*concld.*

Carriages provided with means of communication between passengers and railway servants on the 31st March 1919.

Railway system.	Particulars.	First class, including saloons, dining cars and reserved carriages.	Second class.	Intermediate class.	Third class.	All other carriages including composites, but excluding these (such as carriage trucks, luggage vans, etc.), which do not require to be provided with means of communication.	TOTAL.	REMARKS.
1	2	3	4	5	6	7	8	9
3' 3½" GAUGE.								
Assam-Bengal ...	Total number of carriages ...	40	...	...	153	143	336	
	Total number of carriages fitted with communication.	40	...	...	153	143	336	
Bengal and North-Western.	Total number of carriages ...	63	34	32	759	186	1,074	
	Total number of carriages fitted with communication.	63	34	32	582	139	850	
Bengal Doors ...	Total number of carriages ...	7	...	...	25	22	54	
	Total number of carriages fitted with communication.	1	...	...	...	5	6	
Bhavnagar State	Total number of carriages ...	9	5	...	65	35	114	
	Total number of carriages fitted with communication.	8	5	...	33	20	66	
Bombay, Baroda and Central India	Total number of carriages ...	93	31	26	970	313	1,433	
	Total number of carriages fitted with communication.	93	31	26	915	309	1,379	
Burma ...	Total number of carriages ...	33	26	...	614	298	1,021	
	Total number of carriages fitted with communication.	36	...	...	292	191	519	
Eastern Bengal	Total number of carriages ...	63	3	48	397	238	749	
	Total number of carriages fitted with communication.	63	3	48	397	238	749	
Gondal-Porbandar State.	Total number of carriages ...	11	11	...	48	31	101	
	Total number of carriages fitted with communication.	10	10	...	27	21	68	
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	Total number of carriages ...	23	10	...	79	60	172	
	Total number of carriages fitted with communication.	22	10	...	77	60	169	
Jamnagar ...	Total number of carriages ...	4	1	...	17	7	29	
	Total number of carriages fitted with communication.	2	1	...	2	2	7	
Jodhpur-Bikaner	Total number of carriages ...	28	10	19	132	157	346	
	Total number of carriages fitted with communication.	26	10	19	132	157	346	
Junagad State ...	Total number of carriages ...	11	9	...	27	14	61	
	Total number of carriages fitted with communication.	5	9	...	14	8	36	
Madras and Southern Mahratta.	Total number of carriages ...	84	40	...	631	504	1,259	
	Total number of carriages fitted with communication.	74	25	...	385	339	773	
Morvi ...	Total number of carriages ...	4	1	...	38	29	72	
	Total number of carriages fitted with communication.	4	1	...	27	23	55	
Mysore-Arsikere...	Total number of carriages ...	...	...	...	6	7	13	
	Total number of carriages fitted with communication.	...	...	...	6	7	13	
Rohilkund and Kumaon.	Total number of carriages ...	18	5	3	152	99	277	
	Total number of carriages fitted with communication.	18	5	...	66	59	148	
South Indian ...	Total number of carriages ...	72	35	...	891	326	1,324	
	Total number of carriages fitted with communication.	44	15	...	614	239	912	
2' 6" GAUGE.								
Arakan Light ...	Total number of carriages ...	...	...	...	8	2	10	
	Total number of carriages fitted with communication.	...	...	...	8	2	10	
Bengal-Nagpur	Total number of carriages ...	21	3	3	214	125	366	
	Total number of carriages fitted with communication.	18	3	3	188	112	324	
Kalka-Simla ...	Total number of carriages ...	6	2	...	27	58	93	
	Total number of carriages fitted with communication.	6	2	...	27	58	93	
Trans-Indus (Kalabagh-Bannu).	Total number of carriages ...	3	...	...	49	24	76	
	Total number of carriages fitted with communication.	2	...	...	49	24	75	
2' 0" GAUGE.								
Pipar-Bilara Light	Total number of carriages ...	...	...	...	3	3	6	
	Total number of carriages fitted with communication.	...	...	...	3	3	6	

APPENDIX 23.

Railways on which points and signals were interlocked on the 31st March 1919.

Railway system.	STATIONS AT WHICH POINTS AND SIGNALS WERE INTERLOCKED.						
	Total number of stations on railway including flag stations, and block huts outside station limits.	Number of stations including flag stations, and block huts outside station limits, fitted with each system of interlocking.	System of interlocking.	Total number of levers in use in each system of interlocking excluding spare levers.	Total number of spare levers of each system of interlocking.	Total initial cost of each system of interlocking excluding repairs.	Cost per working lever.
1	2	3	4	5	6	7	8
						Rs.	Rs.
Bengal-Nagpur	317	22	Direct Interlocking	670	82	6,74,772	1,007
		224	Indirect Interlocking.	2,187	152	14,65,804	670
Bombay, Baroda and Central India	220	101	Direct Interlocking	2,830	482	25,22,600	891
		60	Indirect Interlocking.	820	19	5,03,000	613
Eastern Bengal	185	56	Direct Interlocking	1,588	363	12,79,255	806
		32	Indirect Interlocking.	561	42	1,83,439	327
East Indian	550	154	Direct Interlocking	5,628	640	24,76,820	440
		274	Indirect Interlocking.	3,060	185	8,72,100	285
Great Indian Peninsula	549	326	Direct Interlocking	11,040	2,446	66,42,501	602
		13	Indirect Interlocking.	130	26	47,560	366
Madras and Southern Mahratta	208	16	Direct Interlocking	434	67	2,36,106	544
		79	Indirect Interlocking.	1,045	81	4,91,725	471
Nizam's Guaranteed State	53	2	Direct Interlocking	74	2	45,813	602
		28	Indirect Interlocking.	277	18	1,73,315	626
North Western	776	173	Direct Interlocking	6,241	1,234	37,13,895	595
		320	Indirect Interlocking.	3,442	21	12,87,308	374
Oudh and Rohilkhand	289	35	Direct Interlocking	1,788	251	8,77,216	491
		190	Indirect Interlocking.	2,179	71	7,36,298	338
South Indian	88	1	Direct Interlocking	12	8	5,350	446
		69	Indirect Interlocking.	536	112	2,76,700	516
3′ 3½″ GAUGE.							
Assam-Bengal	172	4	Indirect Interlocking.	48	...	28,766	599
Bengal and North-Western	345	11	Indirect Interlocking.	108	6	62,581	579
Bengal Dooars	31	...	...	...	...	...	...
Bhavnagar State	43	...	...	...	...	...	...
Bombay, Baroda and Central India	345	27	Direct Interlocking	1,262	47	4,80,314	381
		85	Indirect Interlocking.	859	3	2,39,780	279
Burma	319	19	Direct Interlocking	738	157	5,42,555	737
		121	Indirect Interlocking.	559	30	6,84,460	1,224
Dibru-Sadiya	36	...	...	...	...	...	...
Eastern Bengal	193	5	Direct Interlocking	243	55	2,30,666	949
		45	Indirect Interlocking.	648	44	2,48 268	383
Gondal-Porbandar State	32	...	...	...	...	...	...
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	103	1	Direct Interlocking	51	6	40,295	790
		56	Indirect Interlocking.	331	3	2,20,813	667
Jamnagar	7	...	...	...	...	...	...
Jodhpur-Bikaner	173	...	...	...	...	...	...
Junagad State	20	...	...	...	...	...	...
Carried over	5,054	2,549	...	49,389	6,603	2,72,90,075	...

NOTE.—"Direct interlocking" covers those systems in which the levers that work the points are directly interlocked by means of tappets with the levers which work the signals.

"Indirect interlocking" covers all those systems in which the levers which work the points are indirectly interlocked with the levers which work the signals.

APPENDIX 23—*concld.*

Railways on which points and signals were interlocked on the 31st March 1919.

Railway system.	Stations at which points and signals were interlocked.						
	Total number of stations on railway including flag stations, and block huts outside station limits.	Number of stations including flag stations, and block huts outside station limits, fitted with each system of interlocking.	System of interlocking.	Total number of levers in use in each system of interlocking excluding spare levers.	Total number of spare levers of each system of interlocking.	Total initial cost of each system of interlocking excluding repairs.	Cost per working lever.
1	2	3	4	5	6	7	8
						Rs.	Rs
Brought forward	5,054	2,549	...	49,389	6,608	2,72,90,075	
3′ 3½″ Gauge—*concld.*							
Madras and Southern Mahratta	315	3	Direct Interlocking	71	1	35,286	497
		110	Indirect Interlocking	681	10	3,18,220	467
Morvi	13	...	...	...	...	...	...
Mysore-Arsikere	16	...	...	...	...	...	...
Rohilkund and Kumaon	96	3	Direct Interlocking	12	...	1,004	84
		1	Indirect Interlocking.	3	...	488	...
South Indian	319	3	Direct Interlocking	113	16	1,09,650	970
		167	Indirect Interlocking.	1,369	367	7,08,690	518
Udaipur-Chitorgarh	12	...	...	...	...	...	...
2′ 6″ Gauge.							
Ahmadpur-Katwa	11	...	...	...	...	...	...
Arakan Light	7	...	...	...	...	...	...
Arrah-Sasaram Light	15	...	...	...	...	...	...
Bangalore-Chik Ballapur Light	10	...	...	...	...	...	...
Bankura-Damoodar River	19	...	...	...	...	...	...
Baraset-Basirhat Light	29	1	Direct Interlocking	4	...	3,892	973
Barsi Light	24	...	...	...	...	...	...
Bengal-Nagpur	109	...	...	...	...	...	...
Bengal Provincial	21	...	...	...	...	...	...
Bombay, Baroda and Central India	94	...	...	...	...	...	...
Bukhtiarpur-Bihar Light	13	...	...	...	...	...	...
Burdwan-Katwa	9	...	...	...	...	...	...
Champaner-Shivrajpur-Pani Light	10	...	...	...	...	...	...
Cutch State	6	...	...	...	...	...	...
Dehri-Rohtas Light	6	...	...	...	...	...	...
Dholpur-Bari	14	4	Indirect Interlocking.	5	...	5,167	1,033
Eastern Bengal	20	...	...	...	...	...	...
Godhra-Lunavada	6	...	...	...	...	...	...
Great Indian Peninsula	38	...	...	...	...	...	...
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	35	...	...	...	...	...	...
Jessore-Jhenidah	10	...	...	...	...	...	...
Kalighat-Falta	11	...	...	...	...	...	...
Kalka-Simla	20	1	Direct Interlocking	16	1	9,520	595
		3	Indirect Interlocking.	6	...	2,344	376
Kolar District	11	...	...	...	...	...	...
Madaya Light	*	...	...	...	...	...	...
Morappur-Hosur and Tirupattur-Krishnagiri	15	...	...	...	...	...	...
Morvi	5	...	...	...	...	...	...
Nadiad-Kapadvanj	7	...	...	...	...	...	...
Shahdara (Delhi)-Saharanpur Light	19	...	...	...	...	...	...
Tezpore-Balipara Light	7	...	...	...	...	...	...
Trans-Indus (Kalabagh-Bannu)	14	...	...	...	...	...	...
2′ 0″ Gauge.							
Darjeeling-Himalayan	39	...	...	...	...	...	...
Gwalior Light	36	...	...	...	...	...	...
Howrah-Amta Light	27	2	Direct Interlocking	11	...	3,022	275
Howrah-Sheakhala Light	14	...	...	...	...	...	...
Jagadhri Light	*	...	...	...	...	...	...
Jorhat (Provincial)	15	...	...	...	...	...	...
Kulasekarapatnam Light	14	...	...	...	...	...	...
Matheran Light	5	...	...	...	...	...	...
Pipar-Bilara Light	5	...	...	...	...	...	...
Tarikere-Narasimharajapura	7	...	...	...	...	...	...
Tumsar-Tirodi Light	*	...	...	...	...	...	...
TOTAL	6,604	2,847	...	51,680	6,998	2,84,87,258	

* Information not available.

NOTE.—"Direct interlocking" covers those systems in which the levers that work the points are directly interlocked by means of tappets with the levers which work the signals.

"Indirect interlocking" covers all those systems in which the levers which work the points are indirectly interlocked with the levers which work the signals.

APPENDIX 24.

Railways on which block instruments were used for train signalling on the 31st March 1919.

Railway system.	Block sections on which block instruments were used for train signalling: Total number of block sections on railway.	Name of system of block working.	Total initial cost of each system of block working excluding repairs.	Cost per section	Remarks.
1	2	3	4	5	6
5' 6" Gauge.			Rs.	Rs.	
Bengal-Nagpur	224	Neale's, single line	3,51,634	1,570	
	9	Theobald's Train Key, single line.	7,335	815	
Bombay, Baroda and Central India.	23	Sykes' (L. & B.)	49,450	2,150	
	109	Tyer's Tablet, single line.	1,69,495	1,555	
	51	Tyer's three position, double line.	47,490	930	
Eastern Bengal ...	84	Neale's, single line	1,51,267	1,801	
	33	Pryce and Ferreira's (L. & B.)	79,469	2,408	
	28	Pryce and Ferreira's, double line.	40,035	1,430	
	13	Tyer's Tablet, single line	36,342	2,796	
East Indian ...	128	East Indian railway's, double line.	1,07,008	836	
	30	East Indian railway's (L. & B.)	35,880	1,196	
	96	East Indian railway's, single line.	81,504	849	
	139	Neale's, single line	1,63,325	1,175	
	61	Pryce and Ferreira's (L. & B.)	90,585	1,485	
	123	Train wire, single line, No token.	15,990	130	
	21	Tyer's Tablet, single line.	29,925	1,425	
	77	Great Indian Peninsula railway, three wire, three position, double line.	38,500	500	
Great Indian Peninsula.	217	Neale's, single line	2,86,440	1,320	
	113	Preece's, double line	62,150	550	
	38	Preece's, single line, No token.	20,900	550	
	85	Train wire, single line, No token.	25,500	300	
	88	Tyer's, three position, double line.	89,760	1,020	
Madras and Southern Mahratta.	157	Theobald's Train Key, single line.	74,925	477	
	20	Winter's, double line	7,200	360	
Nizam's Guaranteed State.	33	Webb and Thompson's, single line.	49,500	1,500	
North Western ...	36	Tyer's, two position (L. & B.), double line.	1,17,000	3,250	
Oudh and Rohilkhand.	16	Neale's, single line	26,385	1,649	
South Indian ...	69	Theobald's Train Key, single line.	79,350	1,150	
	1	Neale's, single line ...	1,331	1,331	
	1	Train wire, single line. No token.	150	150	
3' 3¾" Gauge.					
Assam-Bengal ...	3	Neale's, single line	4,490	1,496	
Bengal and North-Western.	10	Tyer's Tablet, single line	15,519	1,552	
Bengal Dooars ...	...	...	...	...	
Bhavnagar State	2	Theobald's Train Key, single line.	1,207	603	
Bombay, Baroda and Central India.	236	Tyer's Tablet, single line	3,71,228	1,573	
Burma ...	1	East Indian railway's, single line.	865	865	
	91	Neale's, single line	1,11,473	1,225	
	22	Syke's (L. & B.)	69,926	3,178	
	6	Theobald's Train Key, single line.	6,100	1,017	
	13	Train wire, double line. No token.	2,625	202	
	136	Train wire, single line. No token.	27,896	205	
	1	Tyer's Tablet, single line	1,600	1,600	
Dibru-Sadiya.	...	...	...	...	
Eastern Bengal	84	Neale's, single line	1,37,234	1,634	
	2	Pryce and Ferreira's, double line.	4,400	2,200	
	7	Tyer's Tablet, single line	19,565	2,795	
Carried over ...	2,737	...	31,09,923	...	

APPENDIX 24—*concld.*

Railways on which block instruments were used for train signalling on the 31st March 1919.

Railway system.	Block sections on which block instruments were used for train signalling.				Remarks.
	Total number of block sections on railway.	Name of system of block working.	Total initial cost of each system of block working excluding repairs.	Cost per section.	
1	2	3	4	5	6
Brought forward ...	2,787	...	Rs. 31,09,923	Rs. ...	
3' 3½" Gauge—*concld.*					
Gondal Porbandar State	...	...	...	...	
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	30	Webb and Thompson's, single line.	45,000	1,500	
Jamnagar	...	...	...	...	
Jodhpur-Bikaner	...	...	...	...	
Junagad State.	...	...	...	...	
Madras and Southern Mahratta.	203	Robert's, single line	1,48,857	733	
	2	Theobald's Train Key, single line.	922	461	
	86	Train wire, single line. No token.	22,790	26	
	3	Winter's, single line. No token.	1,380	460	
Morvi	...	...	...	...	
Mysore-Arsikere	...	...	...	...	
Rohilkund and Kumaon	...	...	...	...	
South Indian	154	Theobald's Train Key, single line.	1,77,100	1,150	
	97	Train wire, single line. No token.	14,550	150	
Udaipur-Chitorgarh	...	...	...	...	
2' 6" Gauge.					
Ahmadpur-Katwa	...	...	...	...	
Arakan Light	...	...	...	...	
Arrah-Sasaram Light	...	...	...	...	
Bangalore-Chik Ballapur Light.	...	...	...	...	
Bankura-Damoodar River	...	...	...	...	
Baraset-Basirhat Light	...	...	...	...	
Barsi Light	...	...	...	...	
Bengal-Nagpur	...	...	...	...	
Bengal Provincial	...	...	...	...	
Bombay, Baroda and Central India.	...	...	...	...	
Bukhtiarpur-Bihar Light	...	...	...	...	
Burdwan-Katwa	...	...	...	...	
Champaner-Shivrajpur-Pani Light.	...	...	...	...	
Cutch State	...	...	...	...	
Debri-Rohtas Light	...	...	...	...	
Dholpur-Bari	8	Through wire, single line. No token.	800	100	
Eastern Bengal	...	...	...	...	
Godhra-Lunavada	...	...	...	...	
Great Indian Peninsula	26	Train wire, single line. No token.	8,160	314	
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	...	...	...	...	
Jessore-Jhenidah	...	...	...	...	
Kalighat-Falta	...	...	...	...	
Kalka-Simla	...	...	...	...	
Kolar District	...	...	...	...	
Madaya Light	...	...	...	...	
Morappur-Hosur and Tirupattur-Krishnagiri.	13	Train wire, single line. No token.	1,950	150	
Morvi	...	...	...	...	
Nadiad-Kapadvanj	...	...	...	...	
Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	
Tezpore-Balipara Light	...	...	...	...	
Trans-Indus (Kalabagh-Bannu.)	...	...	...	...	
2' 0" Gauge.					
Darjeeling-Himalayan	...	...	...	...	
Gwalior Light	...	...	...	...	
Howrah-Amta Light	...	...	...	...	
Howrah-Sheakhala Light	...	...	...	...	
Jagadhri Light	...	...	...	...	
Jorhat (Provincial).	...	...	...	...	
Kulasekarapatnam Light	...	...	...	...	
Matheran Light	...	...	...	...	
Pipar-Bilara Light	...	...	...	...	
Tarikere-Narasimharajapura.	...	...	...	...	
Tumsar-Tirodi Light	...	...	...	...	
Total	3,359	...	35,31,132	...	

APPEN

Value of stores purchased by the Principal Railways during the

A.—Value of stores
B.—Value of imported
C.—Value of stores of

NOTE.—Materials invariably purchased in India such as bricks, lime

Classes.	Bengal-Nagpur.			Bombay, Baroda and Central India.			Eastern Bengal.		
	A	B	C	A	B	C	A	B	C
(A) Bridge work ...	...	...	...	...	...	1	...	...	...
(B) Engineer's plant excluding petty tools ...	2	2	...	3	37	8	...	2	2
(C) Workshop Machinery and Heavy Tools.	66	30	2	9	56	...	17	1,42	3
(D) Permanent-way :—									
(*a*) Rails ...	...	...	6,87	...	...	1,89	...	...	...
(*b*) Steel sleepers ...	...	...	...	...	...	...	...	...	...
(*c*) Cast iron sleepers	...	...	...	...	...	10	...	...	...
(*d*) Wooden sleepers	...	...	12,05	...	...	8,84	...	...	10,63
(*e*) Chairs and Fastenings	...	...	89	9	4	2,96	...	1	2
(E) Rolling-stock :—									
(*a*) Locomotives and spare parts.	6,94	64	13	11,71	48	4,62	*1,45	9	...
(*b*) Coaching stock ...	...	...	...	...	29	...	*3,16	...	66
(*c*) Goods stock ...	...	...	...	...	9,71	...	*10,31	...	...
(*d*) Spare parts Coaching and Goods stock.	5,80	4,95	2,65	1,72	3,01	6,46	*5,79	70	5
(*e*) Motor cars ...	...	...	...	...	3	...	...	...	...
(F) Building and Station Materials and Fencing.	7	13	12	8	1,81	53	...	17	15
(G) Tools and Stores :—									
(*a*) Tools and Cutlery	39	1,72	1	63	1,74	88	...	64	3
(*b*) Steel (excluding permanent-way materials).	1,48	78	3,03	7,89	12,75	78	26	25	2
(*c*) Iron (excluding permanent-way materials).	1,98	...	88	6	3,60	2,85	13	1,40	2,43
(*d*) Other metals ...	1,45	1,51	11	1,92	3,98	96	7	29	15
(*e*) Timber ...	...	...	...	...	...	9,76	...	1,27	...
(*f*) Oils ...	...	4,63	5,23	...	6,88	4,18	...	6,80	2,74
(*g*) Portland cement...	...	...	9	...	23	1	...	...	34
(*h*) All other stores...	1,60	11,18	9,90	1,26	20,75	10,55	13	3,61	29,52
(H) Electrical plant and materials	1	2,84	...	60	2,64	...	4	92	1
Total ...	20,40	28,20	41,48	26,08	68,87	53,83	21,51	17,59	47,10

*These figures include Rs. 12,36,000 of stock and materials distributed to other railways.

DIX 25.

financial year 1918-19 showing in thousands of rupees :—

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

and mortar, timber, ballast, etc., etc., are not included.

East Indian.			Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
A	B	C	A	B	C	A	B	C	A	B	C
...	...	4	...	...	...	...	...	...	...	...	...
45	37	...	25	23	34	9	7	...	47	39	8
49	54	...	53	1,35	7	5	68	...	58	51	...
...	...	3,53	...	...	1	...	...	2,23	...	...	30,51
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	3	...	...	1,74	...	...	3,38
...	...	9,14	...	...	34	...	...	5,09	...	...	57,67
...	...	41	24	...	1,31	1	...	15	75	...	1,99
5,99	1	...	14,70	41	42	6,00	79	8	27,06	73	11
...	...	...	...	...	...	...	...	2,95	...	...	2
...	...	...	...	...	...	3	...	...	...	...	45,77
12,47	2,84	...	19,19	3,52	2,15	1,63	59	17	22,94	3,86	71
...	...	...	...	7	...	...	...	...	...	2	5
20	1,12	20	12	3,47	3,55	...	38	2	56	2,04	77
72	71	...	29	2,20	63	64	64	11	1,72	3,85	5
3,88	25	9,57	17	5,85	2,81	1,27	2,27	38	7,79	1,96	2,64
50	2,10	10,69	34	89	2,32	66	2,99	2,27	...	22	5,49
2,12	2,65	1,46	1,97	96	3,45	33	1,66	32	...	1,31	25
...	...	7,06	...	...	8,72	...	1	2,11	...	...	2,33
...	17,04	1,91	...	18,59	10,32	...	5,95	3,95	...	9,04	16,04
...	...	38	...	5	1,29	...	...	47	...	...	56
2,95	16,92	32,30	52	14,96	1,48,51	1,68	5,72	6,72	4,00	15,44	5,71
50	1,86	...	2,61	3,88	1,39	15	80	...	2,24	2,75	15
30,18	45,91	76,68	40,93	56,43	1,87,16	13,04	23,05	28,76	38,11	41,62	1,80,78

APPEN

Value of stores purchased by the Princip... ...ys during the

A.—Value of stores
B.—Value of imported
C.—Value of stores of

NOTE.—Materials invariably purchased in India such as bricks, lime

Classes.	Oudh and Rohilkhand.			South Indian.			Assam-Bengal.		
	A	B	C	A	B	C	A	B	C
(A) Bridge work ...	...	...	...	...	...	...	...	...	...
(B) Engineer's plant excluding petty tools.	...	3	...	1	25	...	...	4	6
(C) Workshop Machinery and Heavy Tools.	1	1	6	...	3	...	...	11	1
(D) Permanent-way :—									
(a) Rails ...	...	...	...	...	...	...	...	...	...
(b) Steel sleepers ...	...	...	...	...	...	...	...	...	...
(c) Cast iron sleepers	...	...	9	...	...	...	...	...	...
(d) Wooden sleepers	...	...	6,08	...	...	3,96	...	...	4,54
(e) Chairs and Fastenings.	1,07	...	3	10	31	22	...	1	6
(E) Rolling-stock:—									
(a) Locomotives and spare parts.	1,31	9	...	2,53	6	...	3,74	20	2
(b) Coaching stock ...	...	...	...	...	...	...	...	...	...
(c) Goods stock ...	...	...	...	...	...	...	...	...	...
(d) Spare parts Coaching and Goods stock.	3,65	99	1	72	61	5	1,21	45	6
(e) Motor cars ...	2	...	...	...	...	...	...	...	...
(F) Building and Station Materials and Fencing.	...	31	68	...	26	1	...	32	10
(G) Tools and Stores :—									
(a) Tools and Cutlery	5	51	3	...	24	3	1	23	1
(b) Steel (excluding permanent-way materials).	11	1,63	54	5	7	3	16	1,52	9
(c) Iron (excluding permanent-way materials).	13	39	3,28	...	36	62	1	3	3
(d) Other metals ...	...	28	...	2	72	4	5	31	6
(e) Timber ...	...	...	22	...	...	3,13	...	...	74
(f) Oil ...	...	3,71	1,34	...	2,47	3,34	...	89	1,69
(g) Portland cement ..	...	...	17	...	...	14	...	...	28
(h) All other stores ...	2	2,07	12,82	30	1,92	22,59	...	2,25	68
(H) Electrical plant and materials.	23	43	...	16	44	9	...	27	...
Total ...	6,60	10,45	25,35	3,89	7,74	34,25	10,18	6,63	8,43

DIX 25—*concld.*

financial year 1918-19 showing in thousands of rupees:—

imported direct.
Stores purchased in India.
Indian manufacture or of indigenous origin.
and mortar, timber, ballast, etc., etc., are not included.

Bengal and North-Western.			Burma.			Rohilkund and Kumaon.			Total expenditure for railways who have reported for 1918-19.		
A	B	C	A	B	C	A	B	C	A	B	C
...	...	...	...	...	...	...	...	...	...	...	5
...	2	...	...	...	...	...	...	...	1,32	1,81	58
5	5	2	1	...	...	1	1	...	2,56	5,57	21
...	...	...	...	...	...	...	...	...	...	...	50,03
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	5,34
...	...	2,96	...	...	3,61	...	...	2,83	...	...	1,27,99
...	...	...	...	...	19	3	...	19	2,29	37	3,44
3,91	3	...	14	...	...	59	8	3	21,07	3,61	5,41
...	...	...	...	...	...	13	5	1	3,20	26	2,64
...	...	...	...	...	...	23	1	...	10,57	9,72	45,77
27	17	...	11	36	22	11	...	...	75,61	21,55	12,53
...	...	...	...	...	...	...	27	...	2	39	5
...	5	1	...	8	...	...	2	...	1,03	10,66	6,14
17	19	5	11	51	...	...	17	2	4,73	12,35	1,35
33	28	13	39	6	38	4	11	...	23,82	27,78	19,90
12	26	7	...	6	...	2	45	...	3,95	12,75	30,93
17	31	2	...	24	...	7	28	2	8,67	14,50	6,24
...	...	1,05	...	...	1,35	...	...	17	...	1,28	37,14
...	1,70	1,10	...	...	2,07	...	57	10	...	76,27	54,01
...	...	2	...	9	23	...	...	...	...	37	3,93
7	1,59	1,81	33	2,76	2,32	...	65	1,18	12,86	99,83	2,34,61
11	10	...	5	21	...	...	10	...	6,70	13,74	1,64
5,20	4,75	7,24	1,14	4,37	10,37	1,23	2,77	4,55	2,48,49	3,18,38	7,05,98

* These figures include a total of Rs. 40,000 being the cost of materials purchased for supply to overseas forces or stores purchased in replacement of such supplies for the Great Indian Peninsula and the North Western Railways.

APPEN

Number of servants of all races employed on each railway system (open lines only) and the

Railway system.	Number of servants employed.							
	Europeans.		Anglo-Indians.		Indians.		Total.	
	1917-18.	1918-19.	1917-18.	1918-19.	1917-18.	1918-19.	1917-18.	1918-19.
1	2	3	4	5	6	7	8	9
Bengal-Nagpur	607	581	921	925	44,617	48,860	46,145	50,966
Bombay, Baroda and Central India	*522	628	708	733	*59,585	62,737	*60,915	*64,098
Eastern Bengal	348	327	611	528	40,881	41,808	41,840	42,663
East Indian	1,409	1,472	1,334	1,412	1,04,801	1,10,759	1,07,544	113,643
Great Indian Peninsula	1,467	1,453	1,342	1,313	*1,00,546	1,00,577	*1,03,355	103,343
Madras and Southern Mahratta	264	251	1,875	1,863	45,448	46,135	47,587	48,249
Nizam's Guaranteed State	108	90	306	335	11,871	13,220	12,285	13,645
North Western	*1,136	1,085	*660	822	*93,769	1,03,955	*95,565	105,862
Oudh and Rohilkhand	246	232	326	299	24,638	26,100	25,210	26,631
South Indian	180	174	1,102	1,145	26,279	27,205	27,561	28,524
Assam-Bengal	59	64	219	232	9,910	10,315	10,188	10,611
Bengal and North-Western	119	109	188	187	24,026	23,611	24,333	23,907
Bengal Dooars	7	6	4	4	1,722	1,844	1,733	1,854
Bhavnagar State	2	3	11	13	2,020	2,147	2,033	2,163
Burma	109	106	437	502	18,633	19,567	19,229	20,175
Dibru-Sadiya	14	14	...	...	2,017	2,021	2,031	2,035
Gondal-Porbandar State	1	2	8	7	1,791	1,925	1,800	1,934
Jamnagar	1	1	...	...	321	370	322	371
Jodhpur-Bikaner	17	18	15	15	7,477	7,737	7,509	7,770
Junagad State	1	1	4	4	865	960	870	965
Morvi	...	...	...	...	521	604	521	604
Mysore-Arsikere ‡ ‡	*1	2	*22	17	*771	1,452	*794	1,471
Rohilkund and Kumaon	29	30	34	31	4,594	4,635	4,657	4,696
Udaipur-Chitorgarh	1	1	...	...	366	366	367	367
Ahmadpur-Katwa	...	...	...	...	227	319	227	319
Arakan Light	...	...	...	1	...	154	...	155
Arrah-Sasaram Light	1	1	2	3	282	301	285	305
Bangalore-Chik Ballapur Light ††	...	...	...	...	...	...	...	...
Bankura-Damoodar River	1	3	1	1	425	513	427	517
Baraset-Basirhat Light	...	...	1	...	404	397	405	397
Barsi Light	5	6	34	30	925	910	964	946
Bengal Provincial	...	...	1	1	*296	294	*297	295
Bukhtiarpur-Bihar Light	...	...	...	...	218	218	218	218
Burdwan-Katwa	...	...	1	...	356	318	357	318
Champaner-Shivrajpur-Pani Light§	2	2	...	...	517	498	519	500
Cutch State	1	1	...	...	181	188	182	189
Dehri-Rohtas Light	1	1	...	...	204	239	205	240
Dholpur-Bari	1	1	...	...	270	298	271	299
Godhra-Lunavada ¶	...	...	...	...	...	...	...	...
Jessore-Jhenidah	...	...	1	1	250	283	251	284
Kalighat-Falta	...	...	...	...	262	299	262	299
Kolar District ††	...	...	...	...	...	...	...	...
Madaya Light	‡	‡	‡	‡	‡	‡	‡	‡
Nadiad-Kapadvanj ¶	...	...	...	...	...	...	...	...
Shahdara (Delhi)-Saharanpur Light	4	4	1	...	627	628	632	627
Tezpore-Balipara Light	3	3	1	1	261	268	265	272
Darjeeling-Himalayan	25	24	16	19	1,900	1,943	2,031	1,986
Gwalior Light	3	3	1	1	522	522	526	526
Howrah-Amta Light	5	5	...	9	776	769	781	783
Howrah-Sheakhala Light	...	...	...	...	187	187	187	187
Jagadhri Light	...	...	...	...	40	47	40	47
Jorhat (Provincial)	1	1	...	...	190	194	191	195
Kulasekarapatnam Light	1	1	2	*2	*88	111	91	114
Tarikere-Narasimharajapura ††	...	...	...	...	...	...	...	...
Total	6,802	6,706	10,239	10,456	636,967	668,803	654,008	685,965

DIX 26.

amounts deposited by them in the Provident Fund at the close of the financial year 1918-19.

Number of depositors in the Provident Fund.		Amount at credit in the Provident Fund on the 31st March 1918, including interest to that date.				Remarks.
Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus given by the Railway.	Total to depositors' credit.	
10	11	12	13	14	15	16
		Rs.	Rs.	Rs.	Rs.	
783	8,834	3,30,478	58,03,838	54,58,667	1,15,92,983	*Revised.
543	13,305	1,67,105	88,35,237	85,42,359	1,75,45,251	
479	9,886	66,728	46,88,884	40,79,057	88,34,169	
6,293	19,545	†	†	†	2,99,08,735	†Amounts under voluntary and compulsory deposits and bonus given by the railway are not available.
...	18,843	...	†	†	2,56,33,600	
...	15,210	...	76,91,320	50,12,932	1,27,04,252	
...	2,475	...	15,06,622	14,61,693	29,68,315	
720	16,106	1,25,108	1,03,48,597	99,76,412	2,04,50,117	
162	4,200	25,309	26,28,895	24,01,013	50,55,217	
29	6,965	12,915	39,53,567	36,14,481	75,80,963	
...	2,513	...	13,53,500	9,72,200	23,25,700	
7	3,379	406	19,66,103	18,87,927	38,74,436	
...	218	...	1,42,983	1,05,086	2,48,069	
172	459	27,156	1,97,823	1,75,321	3,99,300	
...	3,963	...	33,27,895	29,98,230	63,25,625	
...	...	...	...	...	...	
...	...	...	...	...	...	
26	326	4,073	88,525	81,821	1,74,418	
10	68	3,571	22,039	19,358	44,968	
67	1,288	9,247	3,97,399	3,70,805	7,77,451	
40	197	6,096	48,232	45,399	99,727	
...	218	...	40,103	5,390	45,493	††Includes the Bangalore-Chik Ballapur Light, Kolar District and Tarikere-Narasimharajapura railways.
4	575	283	20,353	13,719	34,305	
3	357	3,228	3,78,246	3,68,270	7,49,744	
...	51	...	19,006	26,973	45,979	
...	...	...	...	...	...	
...	...	...	...	...	...	
...	43	...	10,783	8,544	19,327	
...	...	...	...	...	...	
...	...	...	...	...	...	
...	84	...	12,552	11,957	24,509	
...	269	...	77,425	74,077	1,51,502	
...	80	...	13,488	1,756	15,244	
...	33	...	4,269	4,328	8,597	
...	...	...	...	...	...	§Includes the Godhra-Lunavada and Nadiad-Kapadvanj railways.
...	114	‖24,886	17,242	18,610	60,238	‖Contributions by a depositor who has since become a compulsory depositor.
...	...	...	...	...	...	
26	32	39	645	678	1,362	
...	...	...	...	...	...	
...	...	...	...	...	...	¶Included with the Champaner-Shivrajpur-Pani Light railway.
...	...	...	...	...	...	
...	...	...	...	...	...	
‡	‡	‡	‡	‡	‡	††Included with the Mysore-Arsikere railway.
...	...	...	...	...	...	
...	137	...	56,041	56,526	1,12,567	‡Information not available.
...	...	...	...	...	...	
...	380	...	1,68,774	**1,65,735	3,34,509	**Includes interest on compulsory deposits and bonus.
...	47	...	5,388	4,625	10,013	
...	264	...	76,655	61,258	1,37,913	
...	22	...	3,684	4,289	7,973	
...	...	...	...	...	...	
8	43	898	27,117	17,457	45,472	
...	...	...	...	...	...	
...	...	...	...	...	...	
9,372	1,81,619	8,06,975	5,39,51,780	4,80,47,353	15,83,48,443	

APPENDIX 27.

Strength and cost of the Police force, including watch jemadars and watchmen, on each railway system (open lines) for the financial year 1918-19.

Railway system.	Number of Subordinate officers of (i) Government and (ii) Railway Police.	Number of (i) Government Constables and (ii) Railway Watchmen.	Portion of the total annual cost borne by the Railway Administration.				Cost of total force to the Railway Administration.		Remarks.
			Supervision.	(i) Government Constables and (ii) Railway Watchmen.	Contingencies.	Total cost to the railway.	Per mile open.	Per train mile.	
1	2	3	4	5	6	7	8	9	10
	Average No.	Average No.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Bengal-Nagpur	44	1,250	62,514	1,18,857	16,294	1,97,665	70·90	0·01	
Bombay, Baroda and Central India	196	2,923	1,17,622	3,64,030	31,079	4,52,731	116·97	0·03	
Eastern Bengal	194	1,399	3,031	1,01,740	3,084	1,07,855	61·87	0·01	
East Indian	129	3,194	1,19,664	2,73,237	98,089	4,90,990	177·20	0·02	
Great Indian Peninsula	51	1,695	98,750	2,31,159	34,314	3,64,223	116·69	0·02	
Madras and Southern Mahratta	62	2,092	46,090	2,25,261	33,116	3,06,467	97·22	0·03	
Nizam's Guaranteed State	70	522	53,995	70,640	24,637	1,49,272	166·54	0·06	
North Western	...	2,530	...	3,91,057	555	3,91,612	75·00	0·02	
Oudh and Rohilkhand	...	686	...	59,943	3,311	63,254	39·35	0·01	
South Indian	...	450	...	2,32,973	...	2,32,973	127·33	0·03	
Assam-Bengal	*	*	28,870	52,955	6,286	88,111	90·63	0·04	*Not available, as a lump sum payment was made for law and order in 1918-19.
Bengal and North-Western	54	724	4,292	68,068	2,866	75,226	36·47	0·01	
Bengal Docars	1	30	...	...	...	2,882	18·22	0·01	
Bhavnagar State	17	77	...	...	...	23,848	94·21	0·05	
Burma	50	599	64,178	85,963	36,232	1,86,373	116·12	0·03	
Dibru-Sadiya	1	9	75	179	3	257	2·98	...	
Gondal-Porbandar State	16	67	...	18,544	...	18,544	80·12	0·03	
Jamnagar	1	11	...	...	...	3,117	61·98	0·04	
Jodhpur-Bikaner	10	183	4,384	20,879	1,177	26,440	19·67	0·01	
Junagad State	6	20	1,192	5,250	1,674	8,116	59·85	0·04	
Morvi	5	23	1,018	2,507	565	4,090	44·06	0·02	
Mysore-Arsikere	5	28	438	6,387	101	6,826	66·27	0·07	
Rohilkund and Kumaon	10	261	1,524	19,618	1,730	22,872	40·05	0·02	
Arakan Light	...	1	...	23	...	23	0·01	...	
Arrah-Sasaram Light	...	6	...	568	...	568	8·72	0·01	
Bangalore-Chik Ballapur Light.†	6	41	407	5,656	210	6,273	61·50	0·05	† Including Kolar District railway.
Barasat-Basirhat Light	...	8	...	1,476	...	1,478	0·28	0·01	
Barsi Light	...	43	...	3,961	—2	3,959	34·00	0·02	
Bakhtiarpur-Behar Light	...	11	...	1,277	...	1,277	0·38	0·03	
Champaner-Shivrajpur-Pani Light	...	2	...	366	...	366	11·30	0·01	
Dehri-Rohtas Light	...	8	672	...	...	672	28·15	...	
Dholpur-Bari	...	9	...	574	12	586	11·35	0·01	
Godhra-Lunavada	...	5	...	595	...	595	23·42	0·03	
Kolar District‡	...	...	...	...	...	...	...	...	‡ Included with the Bangalore-Chik Ballapur Light Railway.
Nadiad-Kapadvanj	...	10	...	1,506	...	1,506	53·76	0·04	
Shahdara (Delhi)-Saharanpur Light	...	33	...	2,757	...	2,757	29·80	0·02	
Darjeeling-Himalayan	...	9	...	962	...	962	...	...	
Gwalior Light	1	52	6,456	...	292	6,748	26·99	0·01	
Howrah-Amta Light	...	16	...	2,355	...	2,355	53·68	0·01	
Howrah-Sheakhala Light	...	2	...	298	...	298	0·15	...	
Jagadhri Light	...	5	...	540	...	540	168·14	0·04	

APPENDIX 28.

Transactions of the Fine Funds for the financial year 1918-19.

Railway system.	Assets.				Disbursements.						Balance on 31st March 1919.
	Balance on 31st March 1918.	Fines and bonus forfeited during 1918-19.	Interest on balance.	Total.	Hospitals for sick employés.	Compassionate allowances.	Schools.	Recreation clubs.	Miscellaneous.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal-Nagpur	44,909	59,965	1,076	1,05,950	1,780	669	11,453	13,055	9,293	36,241	69,649
Bombay, Baroda and Central India	20,173	13,097	550	33,820	...	3,429	5,101	5,600	1,113	5,434	18,886
Eastern Bengal	2,131	12,790	142	15,063	...	...	...	8,804	1,366	10,170	4,893
East Indian	1,43,912	79,869	6,542	2,30,223	1,450	872	11,959	20,990	31,739	67,010	1,63,213
Great Indian Peninsula	30,420	44,609	327	75,356	...	150	4,043	12,957	11,745	28,895	46,431
Madras and Southern Mahratta	39,056	13,517	1,209	53,782	100	150	...	...	3,830	4,080	49,702
Nizam's Guaranteed State	27,840	4,041	1,326	33,207	...	...	...	293	1,661	1,954	31,253
North Western	54,943	44,103	2,141	1,01,195	...	...	3,183	12,505	8,091	23,729	77,465
Oudh and Rohilkhand	14,432	7,949	503	22,884	...	...	7,479	...	3,914	11,393	11,491
South Indian	59,450	5,736	3,879	69,065	...	...	...	483	3,221	3,704	65,361
Assam-Bengal	17,075	10,584	1,184	28,843	...	165	5,937	3,028	1,501	10,631	18,162
Bengal and North-Western	2,61,185	10,961	9,062	2,83,608	...	284	2,851	3,007	67,672	73,814	2,09,794
Bengal Dooars	3,807	2,267	144	5,718	...	...	720	1,078	...	1,798	3,920
Bhavnagar State	2,606	514	78	3,198	40	139	140	200	255	774	2,424
Burma	10,719	7,584	...	18,303	...	...	491	8,454	9,809	18,754	4,549
Gondal-Porbandar State	2,856	644	75	3,575	...	...	...	1,050	635	1,685	1,890
Jamnagar	545	55	17	617	...	...	...	...	...	...	617
Jodhpur-Bikaner	4,610	8,271	107	12,988	1,020	...	3,428	2,636	5,487	12,561	427
Junagad State	1,406	403	35	1,844	...	...	...	550	124	674	1,170
Morvi	1,865	207	...	2,072	...	...	191	...	...	191	1,881
Rohilkund and Kumaon	57,452	4,227	1,701	63,380	...	...	...	2,215	8,315	10,530	52,850
Udaipur-Chitorgarh	1,027	44	...	1,071	...	...	...	...	...	...	1,071
Bangalore-Chik Ballapur Light, Kolar District, Mysore-Arsikere and Tarikere-Narasimharajapura.	396	496	11	903	...	...	15	...	...	15	888
Barsi Light	1,205	413	...	1,618	...	...	...	224	...	224	1,394
Bengal Provincial	107	17	...	124	124	...	...	...	...	124	...
Champaner-Shivrajpur-Pani Light, Godhra-Lunavada and Nadiad-Kapadvanj	369	44	...	413	...	...	...	...	...	...	413
Dehri-Rohtas Light	244	43	...	287	...	...	...	...	...	...	287
Dholpur-Bari	132	141	...	273	...	...	...	...	112	112	161
Arrah-Sasaram Light	...	113	...	113	...	...	...	...	...	...	113
Shahdara (Delhi)-Saharanpur Light	615	292	...	907	...	...	...	...	...	...	907
Tezpore-Balipara Light	94	74	...	168	...	...	...	...	6	6	162
Darjeeling-Himalayan	1,771	66	...	1,837	...	...	...	300	2	302	1,535
Jagadhri Light	258	53	...	311	...	...	...	...	...	...	311
Jorhat (Provincial)	668	52	20	740	...	...	...	...	114	114	626

APPEN

Number of persons reported, during the twelve months ended the 31st March 1919 as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Killed and injured.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.
	PASSENGERS.					
	From accidents to trains, etc.—See Appendices 30 and 31.	Killed	...	...	1	3
		Injured	4	2	10	36
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.					
1	From falling between trains and platforms ...	Killed	3	5	...	16
		Injured	6	3	...	19
2	Falling on to the platform, ballast, etc., when getting into or out of trains.	Killed	1	4	...	1
		Injured	3	31	...	10
3	Whilst crossing the line at stations ...	Killed	...	5	...	7
		Injured	...	5	...	1
4	By closing of carriage doors	Killed	...	...	...	...
		Injured	...	3	...	...
5	Falling or jumping out of carriages during the travelling of trains.	Killed	4	6	4	17
		Injured	30	129	31	50
6	Other accidents	Killed	...	...	...	4
		Injured	1	9	...	9
	TOTAL ...	Killed	8	20	4	45
		Injured	40	160	31	89
	TOTAL PASSENGERS ...	Killed	8	20	5	48
		Injured	44	188	41	125
	SERVANTS.					
	From accidents to trains, etc.—See Appendices 30 and 31.	Killed	1	2	3	1
		Injured	7	23	1	19
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.					
1	Whilst coupling or uncoupling vehicles ...	Killed	3	4	...	2
		Injured	2	10	1	17
2	By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed	...	...	...	...
		Injured	...	...	...	...
3	Whilst passing over or standing upon buffers during shunting:	Killed	...	...	...	...
		Injured	...	...	...	...
4	When getting on or off, or falling off, engines, wagons, etc., during shunting.	Killed	...	1	...	...
		Injured	4	1	...	3
5	Whilst braking, spragging, or chocking wheels	Killed	...	...	...	...
		Injured	1	...	...	3
6	Whilst attending to ground points, marshalling trains, etc.	Killed	...	...	...	2
		Injured	1	...	...	...
7	Whilst moving vehicles by capstans, turntables, props, etc., during shunting.	Killed	...	...	...	...
		Injured	...	...	...	...
8	By other accidents during shunting operations not included in the preceding.	Killed	1	...	3	2
		Injured	5	3	9	7
	Carried over ...	Killed	4	5	3	6
		Injured	13	14	10	35

DIX 29.

or injured in India by the travelling of trains or the movement of vehicles used exclusively persons, and classifying, as far as practicable, the nature and causes of the death or injury.

Great Indian Peninsula.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	South Indian.	Assam-Bengal.	Bengal and North-Western.	Serial number.
1	1	...	5	...	...	...	...	
9	6	4	35	9	1	9	3	
8	1	...	40	...	1	...	...	
6	2	...	29	2	...	...	1	1
1	2	...	7	2	11	...	1	
1	4	1	27	1	10	...	1	2
4	...	2	8	...	...	...	3	
1	...	1	6	4	...	...	13	3
...	...	...	2	...	...	...	...	
...	...	...	...	...	...	...	...	4
17	6	1	72	6	4	1	1	
36	48	13	175	47	54	10	43	5
...	3	18	4	2	3	...	...	
2	8	7	8	5	8	...	...	6
30	12	21	133	10	19	1	5	
46	57	21	240	59	72	10	58	
31	14	21	138	10	19	1	5	
55	65	25	275	68	73	19	61	
5	2	...	6	1	...	...	...	
57	1	...	16	1	1	2	...	
4	1	...	15	...	1	...	2	
25	6	5	22	6	2	2	1	1
...	...	...	...	...	...	...	1	
...	...	...	...	...	...	...	1	2
...	...	...	...	...	1	...	...	
...	...	...	1	...	1	...	...	3
2	...	...	2	1	...	...	...	
2	1	1	14	3	...	1	...	4
...	...	...	...	...	...	...	...	
1	...	...	...	...	...	...	...	5
...	...	...	3	...	...	...	...	
3	...	...	2	...	...	...	...	6
...	...	...	...	...	...	...	...	
1	...	...	1	...	1	...	...	7
4	2	...	20	3	3	...	...	
15	2	2	36	...	2	...	...	8
10	3	...	40	4	5	...	3	
47	9	3	76	3	6	3	2	

APPEN

Number of persons reported, during the twelve months ended the 31st March 1919, as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Killed and injured.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.
	SERVANTS—*concld.*					
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.—*concld.*					
	Brought forward ...	Killed	4	5	3	6
		Injured	13	14	10	35
9	From falling off engines, etc., during the travelling of trains.	Killed	...	1	1	2
		Injured	3	1	3	7
10	By coming in contact with over-bridges, or erections on the sides of the line during the travelling of trains.	Killed	...	...	...	1
		Injured	2	1	...	3
11	When getting on or off engines, vans, etc., during the travelling of trains.	Killed	...	1	...	7
		Injured	5	1	1	20
12	Whilst attending to or by the failure of machinery, etc., of engines in steam.	Killed	...	...	...	...
		Injured	...	3	...	1
13	Whilst working on the permanent-way, sidings, etc.	Killed	...	...	...	17
		Injured	...	...	...	3
14	Whilst attending to gates at level-crossings ...	Killed	...	2	3	...
		Injured	...	1	...	...
15	Whilst walking, crossing, or standing on the line on duty.	Killed	10	8	5	35
		Injured	13	9	3	33
16	From being caught between vehicles ...	Killed	1	1	1	5
		Injured	1	...	1	1
17	From falling or being caught between trains and platforms, walls, etc.	Killed	2	...	...	7
		Injured	5	...	...	11
18	Whilst walking, etc., on the line on the way home or to work.	Killed	2	2	...	13
		Injured	...	1	2	3
19	Miscellaneous	Killed	2	5	3	2
		Injured	11	24	6	12
	TOTAL ...	Killed	21	25	16	95
		Injured	58	55	26	129
	TOTAL SERVANTS ...	Killed	22	27	19	96
		Injured	60	78	27	148
	OTHERS.					
1	Whilst passing over the railway at level crossings.	Killed	3	8	1	11
		Injured	3	6	3	4
2	Trespassers	Killed	89	103	128	258
		Injured	28	52	53	53
3	Suicides	Killed	52	19	...	66
		Injured	1	...	...	4
4	Miscellaneous	Killed	57	3	1	15
		Injured	11	1	...	22
	TOTAL OTHER ...	Killed	201	133	130	350
		Injured	43	59	56	83
	TOTAL ALL CLASSES ...	Killed	231	180	154	494
		Injured	147	819	124	356

DIX 29—*contd.*

or injured in India by the travelling of trains or the movement of vehicles used exclusively persons, and classifying, as far as practicable, the nature and causes of the death or injury.

Great Indian Peninsula.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North-Western.	Oudh and Rohilkhand.	South Indian.	Assam-Bengal.	Bengal and North-Western.	Serial number.
10	3	...	40	4	5	...	3	
47	9	3	76	9	6	3	2	
5	...	...	9	...	3	...	1	9
15	1	...	10	...	1	...	2	
...	1	...	...	...	...	...	...	10
6	...	...	3	...	...	...	...	
6	2	...	10	...	...	...	...	11
13	2	...	14	4	1	...	...	
...	...	...	...	...	...	...	...	12
3	4	...	...	...	1	...	...	
5	...	...	4	...	...	...	...	13
7	...	3	2	3	...	...	...	
1	1	...	1	...	...	...	...	14
...	...	...	...	...	1	...	...	
49	9	2	36	2	2	...	...	15
22	2	1	14	1	...	...	2	
6	3	...	1	1	...	...	...	16
6	1	2	2	...	...	...	...	
2	...	...	1	...	...	...	...	17
...	1	...	2	2	1	...	1	
2	...	...	4	1	...	...	...	18
1	...	...	3	...	...	...	...	
1	3	2	3	4	5	1	1	19
5	5	3	5	11	3	1	3	
87	24	4	109	12	15	1	5	
129	25	22	132	30	14	4	10	
92	26	4	115	13	15	1	5	
136	26	22	148	31	15	6	10	
14	3	1	4	...	4	1	...	1
5	3	...	3	...	6	...	...	
136	35	16	131	33	44	20	35	2
31	34	6	33	20	17	13	39	
20	24	1	22	43	13	1	1	3
1	2	...	...	2	1	...	10	
1	1	1	4	1	4	3	...	4
2	1	1	6	...	5	5	...	
221	113	19	211	127	65	25	36	5
39	40	7	47	22	29	13	20	
344	152	44	464	150	99	27	46	
280	128	54	470	121	117	43	170	

APPEN

Number of persons, reported, during the twelve months ended the 31st March 1919, as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Killed and injured.	Bengal Doors.	Bhavnagar State.	Burma.	Dibru-Sadiya.	Gondal-Porbandar State.	Jamnagar.
	PASSENGERS.							
...	From accidents to trains, etc.—See Appendices 30 and 31.	Killed	...	...	...	...	...	...
		Injured	...	...	1	...	...	...
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.							
1	From falling between trains and platforms ...	Killed	...	...	6	...	...	...
		Injured	...	...	7	...	...	...
2	Falling on to the platform, ballast, etc., when getting into or out of trains.	Killed	...	...	...	...	...	...
		Injured	...	...	3	...	1	...
3	Whilst crossing the line at stations ...	Killed	...	...	...	...	...	...
		Injured	...	...	...	...	...	...
4	By closing of carriage doors	Killed	...	...	...	...	...	...
		Injured	...	...	...	...	...	...
5	Falling or jumping out of carriages during the travelling of trains.	Killed	...	...	2	...	...	...
		Injured	...	4	19	...	3	1
6	Other accidents	Killed	7	...	...	...	...	...
		Injured	...	...	...	...	...	...
	TOTAL ...	Killed	7	...	8	...	...	...
		Injured	...	4	29	...	4	1
	TOTAL PASSENGERS ...	Killed	7	...	8	...	...	...
		Injured	...	4	30	...	4	1
	SERVANTS.							
	From accidents to trains, etc.—see Appendices 30 and 31.	Killed	...	...	...	...	...	...
		Injured	...	...	13	...	...	...
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.							
1	Whilst coupling or uncoupling vehicles ...	Killed	...	...	1	...	...	...
		Injured	...	...	2	...	...	...
2	By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed	...	...	1	...	...	...
		Injured	...	...	...	...	...	...
3	Whilst passing over or standing upon buffers during shunting.	Killed	...	...	...	...	...	...
		Injured	...	...	3	...	...	...
4	When getting on or off, or falling off, engines, wagons, etc., during shunting.	Killed	...	...	1	...	...	...
		Injured	...	...	2	...	...	...
5	Whilst braking, sprágging, or chocking wheels	Killed	...	...	...	...	...	...
		Injured	...	...	...	...	...	...
6	Whilst attending to ground points, marshalling trains, etc.	Killed	...	...	...	...	...	...
		Injured	...	...	1	...	...	...
7	Whilst moving vehicles by capstans, turntables, props, etc., during shunting.	Killed	...	...	1	...	...	...
		Injured	...	...	...	...	...	...
8	By other accidents during shunting operations not included in the preceding.	Killed	...	...	...	...	...	...
		Injured	...	...	1	1	...	...
	Carried over ...	Killed	...	...	4	...	...	...
		Injured	...	...	9	1	...	...

DIX 29—*contd.*

or injured in India by the travelling of trains or the movement of vehicles used exclusively persons, and classifying, as far as practicable, the nature and causes of the death or injury.

Jodhpur-Bikaner.	Junagad State.	Morvi.	Mysore-Arsikere.	Rohilkund and Kumaon.	Udaipur-Chitorgarh.	2' 6" and 2' 0" gauge lines worked independently and not included in the previous railway systems.		Total all gauges.		Serial number.
						Total.	Total previous year.	1918-19.	1917-18.	
1	...	...	...	...	...	...	...	12	54	
...	...	...	...	2	...	...	2	131	237	
...	...	...	...	...	...	...	...	80	44	1
...	...	...	...	...	...	...	...	75	58	
...	...	...	...	4	...	2	...	36	26	2
...	...	...	...	1	...	...	1	94	96	
...	...	...	...	...	...	...	...	29	18	3
...	...	...	...	...	...	...	...	31	17	
...	...	...	...	...	...	...	...	2	1	4
...	...	...	...	...	...	...	...	3	4	
...	...	...	...	1	...	1	...	143	104	5
18	3	3	...	5	...	12	12	728	574	
...	...	...	...	...	...	...	...	41	21	6
1	...	...	...	1	...	3	1	57	46	
...	...	...	...	5	...	3	...	331	214	
19	3	3	...	7	...	15	14	988	792	
1	...	...	...	5	...	3	...	343	268	
19	3	3	...	9	...	15	16	1,119	1,029	
...	...	...	...	1	...	1	...	23	40	
...	...	1	...	4	...	4	12	150	206	
...	...	...	...	1	...	...	1	34	15	
5	...	...	...	1	...	2	7	109	91	1
...	...	...	...	...	...	...	...	2	3	
2	...	...	...	...	...	...	...	3	11	2
...	...	...	...	...	...	...	...	1	6	
...	...	...	...	...	...	...	...	5	7	3
...	...	...	...	...	...	...	1	7	12	
...	...	...	...	...	...	...	...	37	34	4
...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	1	5	12	5
...	...	...	...	...	...	1	...	6	3	
...	...	...	...	...	...	1	1	3	7	6
...	...	...	...	...	...	...	...	1	1	
...	...	...	...	...	...	...	...	3	3	7
...	...	...	...	...	...	...	1	33	30	
2	...	...	...	1	...	2	1	33	65	8
...	...	...	...	1	...	1	3	39	70	
9	...	...	...	2	...	5	10	358	280	

Number of persons reported, during the twelve months ended the 31st March 1919, as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Killed and injured.	Bengal-Dooars.	Bhavnagar State.	Burma.	Dibru-Sadiya.	Gondal-Porbandar State.	Jamnagar.
	SERVANTS—*concld.*							
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.—*concld.*							
	Brought forward ...	Killed	...	...	4	...	...	...
		Injured ...	...	...	9	1	...	...
9	From falling off engines, etc., during the travelling of trains.	Killed ...	...	...	1	...	...	...
		Injured ...	...	...	1	...	...	...
10	By coming in contact with over-bridges, or erections on the sides of the line during the travelling of trains.	Killed ...	...	...	2	...	...	...
		Injured ...	...	...	1	...	...	...
11	When getting on or off engines, vans, etc., during the travelling of trains.	Killed ...	...	...	2	...	...	...
		Injured ...	...	...	5	...	...	...
12	Whilst attending to or by the failure of machinery, etc., of engines in steam.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	1	...	...	...
13	Whilst working on the permanent-way, sidings, etc.	Killed ...	...	...	1	...	...	...
		Injured ...	...	...	...	...	1	...
14	Whilst attending to gates at level-crossings ...	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	...	...
15	Whilst walking, crossing, or standing on the line on duty.	Killed ...	1	...	2	...	...	...
		Injured ...	...	...	1	...	...	...
16	From being caught between vehicles ...	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	...	...
17	From falling or being caught between trains and platforms, walls, etc.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	1	...	...	...
18	Whilst walking, etc., on the line on the way home or to work.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	...	...
19	Miscellaneous	Killed ...	...	...	1	...	...	...
		Injured ...	...	1	2	...	...	...
	TOTAL ...	Killed ...	1	...	13	...	...	...
		Injured ...	...	1	21	1	1	...
	TOTAL SERVANTS ...	Killed ...	1	...	13	...	...	...
		Injured ...	...	1	34	1	1	...
	OTHERS.							
1	Whilst passing over the railway at level crossings.	Killed ...	...	...	3	...	...	...
		Injured ...	...	...	7	...	...	...
2	Trespassers	Killed ...	7	2	58	3	3	1
		Injured ...	...	1	20	2	2	...
3	Suicides	Killed ...	...	...	2	...	...	...
		Injured ...	...	...	1	...	...	...
4	Miscellaneous	Killed ...	...	...	...	1	...	...
		Injured ...	...	...	1	1	...	...
	TOTAL OTHERS ...	Killed ...	7	2	58	4	3	1
		Injured ...	...	1	29	3	2	...
	TOTAL—ALL CLASSES ...	Killed ...	15	2	79	4	3	1
		Injured ...	...	6	93	4	7	1

DIX 29—*concld.*

or injured in India by the travelling of trains or the movement of vehicles used exclusively persons, and classifying, as far as practicable, the nature and causes of the death or injury.

Jodhpur-Bikaner.	Junagad State.	Morvi.	Mysore-Arsikere.	Rohilkund and Kumaon.	Udaipur-Chitorgarh	2' 6" and 2' 0" Gauge lines worked independently and not included in the previous railway systems		Total all gauges.		Serial number.
						Total.	Total previous year.	1918-19.	1917-18.	
...	...	...	...	1	...	1	3	89	70	6
9	...	...	...	2	...	5	10	258	280	
...	...	...	...	...	...	2	2	35	19	9
3	...	...	...	...	...	...	...	47	61	
...	...	...	...	...	...	...	...	4	1	10
...	...	...	...	...	...	...	...	16	7	
...	...	...	...	...	...	...	...	28	22	11
1	...	...	...	...	...	1	2	67	71	
...	...	...	...	...	...	...	...	...	3	12
...	...	...	...	...	...	1	...	19	46	
...	...	...	...	...	...	...	...	27	19	13
...	...	...	...	1	...	1	...	21	12	
...	...	...	...	...	...	...	...	8	12	14
...	...	...	...	...	...	...	...	3	2	
...	...	...	...	...	...	...	1	161	125	15
1	1	...	...	1	...	1	4	105	96	
...	...	...	...	...	...	...	...	19	14	16
...	...	...	...	...	...	...	1	14	16	
...	...	...	...	...	...	...	...	12	12	17
...	...	...	...	...	...	...	...	24	16	
1	...	...	...	...	...	...	1	25	23	18
...	...	...	...	1	...	...	...	11	11	
...	...	...	...	...	...	...	...	35	66	1
...	...	...	...	...	...	10	2	107	118	
1	...	...	...	1	...	3	7	433	368	
14	1	...	...	5	...	19	19	692	686	
1	...	...	...	2	...	4	7	456	408	
14	1	1	...	9	...	23	31	842	892	
...	...	...	...	...	...	...	1	58	44	1
...	...	...	...	...	...	...	...	45	55	
10	...	1	...	12	...	15	13	1,335	1,350	2
5	...	1	...	7	...	16	20	483	453	
...	...	...	...	4	...	6	5	274	235	3
...	...	...	...	1	...	1	...	24	8	
1	...	...	...	5	...	4	1	102	89	4
1	1	...	...	2	...	12	7	72	52	
11	...	1	...	21	...	35	30	1,764	1,718	
6	1	1	...	10	...	29	27	624	568	
18	...	1	...	28	...	32	27	2,568	2,394	
39	5	5	...	28	...	67	74	2,585	2,489	

APPEN

Accidents to trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

Description.	Bengal-Nagpur.								
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	...	30	30	...	3	...	...	...	3
4. Collisions between light engines ...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	...	9	9	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	62	62	...	...	1	1	1	1
7. Trains or engines travelling in the wrong direction through points.	...	26	26	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	25	25	...	...	...	...	...	...
9. Trains running over cattle on the l .	...	129	129	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	42	42	*1	*2	...	3	*1	5
11. Trains running through gates at level-crossings.	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
12 (a). The bursting of tubes, etc., of engines.	...	8	8	...	...	...	...	...	...
13 The failure of machinery, springs, etc., of engines.	...	4	4	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	4	4	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	4	4	...	...	...	...	...	...
18. Ditto of couplings ...	1	276	277	...	...	...	2	...	2
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	39	39	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	6	6	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	5	5	...	...	...	...	...	...
23. Fire in trains	...	18	18	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	15	15	...	...	...	...	...	...
25. Other accidents	...	79	79	...	1	...	1	...	*2
Total all classes ...	1	781	782	*1	†6	1	7	‡2	†13

* Not (a) passenger(s).
† Of these two were not passengers.
‡ Of these one was not a passenger.

DIX 30.

ended the 31st March 1919, as having occurred on the several railways open for traffic *in and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

Bombay, Baroda and Central India.									Eastern Bengal.									Number of headings
Number of accidents reported to Local Governments under section 33 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 33 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	1	1	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1
2	2	4	...	1	...	4	...	5	1	...	1	1	10	1	...	2	10	2
3	11	14	...	...	1	2	1	2	...	...	...	...	...	...	...	...	...	3
...	5	5	...	...	...	3	...	3	...	...	...	...	...	...	...	...	...	4
1	21	22	...	...	...	3	...	3	7	...	7	...	...	...	...	...	...	5
2	48	50	...	...	...	...	...	...	...	11	11	...	...	...	...	...	...	6
...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	7
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	775	775	...	...	...	...	...	...	2	279	281	...	...	...	...	...	...	9
1	15	16	...	*1	1	2	1	3	1	15	16	...	*2	...	...	...	*2	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	74	74	...	...	...	2	...	2	...	2	2	...	...	...	...	...	...	12(a)
...	127	127	...	...	...	...	...	...	...	18	18	...	...	...	...	...	...	13
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	11	11	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	339	339	...	...	...	1	...	1	...	52	52	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	32	32	...	...	...	...	...	...	...	15	15	...	...	...	...	...	...	20
1	3	4	...	...	...	...	...	...	1	8	9	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
1	30	31	...	1	...	...	...	1	...	1	1	...	...	...	...	...	...	23
...	...	...	...	...	...	...	...	...	1	4	5	...	...	2	1	2	1	24
1	220	221	...	...	...	5	...	5	...	1	1	...	...	...	...	...	...	25
12	1,717	1,729	...	16	2	23	2	26	13	408	421	1	†12	3	1	4	13	

* Not (a) passenger(s).
† One of these was no a passenger.
‡ Two of these were not passengers.

Accidents to trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

Description.	East Indian.								
	Number of accidents reported to Local Governments under section 88 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.*		Number of servants.		Total, all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	1	...	1	...	6	...	1	...	7
2. Collisions between passenger trains, and goods or mineral trains, engines, and vehicles standing foul of the line.	2	1	3	1	19	1	3	2	23
3. Collisions between goods trains or parts of goods trains.	2	4	6	...	...	...	2	...	2
4. Collisions between light engines ...	1	3	4	...	...	...	3	...	3
5. Passenger trains or parts of passenger trains leaving the rails.	1	4	5	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	1	12	13	...	...	...	4	...	4
7. Trains or engines travelling in the wrong direction through points.	1	7	8	...	*2	...	1	...	3
8. Trains runninginto stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	646	646	...	...	...	...	...	...
10. Trains running over obstructions on the line.	4	28	32	*6	1	...	1	6	2
11. Trains running through gates at level-crossings.	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines.	...	37	37	...	...	...	...	...	...
13. The failure of machinery, springs, etc, of engines.	...	20	20	...	...	...	...	...	...
14. The failure of tyres	...	1	1	...	...	...	...	...	...
15. Ditto of wheels	...	4	4	...	...	...	...	...	...
16. Ditto of axles	...	17	17	...	...	...	1	...	1
17. Ditto of brake apparatus ...	...	3	3	...	...	...	...	...	...
18. Ditto of couplings ...	5	603	608	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	1	1	...	...	...	...	...	...
20. Broken rails	...	3	3	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	2	...	2	2	*3	...	...	2	3
22. Slips in cuttings or embankments ...	1	...	1	...	...	...	...	...	...
23 Fire in trains	7	18	25	*5	7	...	1	5	8
24. Fire at stations, or involving injury to bridges or viaducts.	3	2	5	...	3	...	1	...	4
25. Other accidents	4	67	71	...	*12	...	1	...	13
Total all classes ...	35	1,551	1,586	†14	‡53	1	19	15	72

* Not (s) passenger (s).
† Of these eleven were not passengers.
‡ Of these seventeen were not passengers.

DIX 30—*contd.*

ended the 31st March 1919, as having occurred on the several **railways open for traffic in *and*** **others, *and of*** **railway servants, killed *or*** **injured *in each class of accident.***

GREAT INDIAN PENINSULA.									MADRAS AND SOUTHERN MAHRATTA.									
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
3	6	9	2	9	1	9	2	18	3	1	4	...	6	...	...	...	6	2
2	90	92	...	...	...	9	...		1	3	4	...	...	1	...	1	...	3
...	4	4	...	...	...	3	...	3	...	1	1	...	...	...	...	...	...	4
...	21	21	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	5
...	433	433	...	...	...	2	...	2	...	7	7	...	...	...	...	...	...	6
...	48	48	...	...	...	3	...	3	...	2	2	...	...	...	...	...	...	7
...	13	13	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	8
...	976	976	...	...	...	...	...	...	6	891	897	...	...	...	...	...	...	9
2	29	31	...	...	...	11	...	11	1	20	21	...	*2	...	...	...	*2	10
1	10	11	*10	*2	...	...	10	2	...	6	6	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	86	86	...	...	...	...	...	...	...	117	117	...	...	...	...	...	...	12(a)
...	369	369	...	...	...	...	...	...	1	119	120	...	...	...	...	...	...	13
...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	14
...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	30	30	...	...	...	...	...	...	1	3	4	...	...	...	...	...	...	16
2	14	16	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	17
...	452	452	...	...	...	2	...	2	...	47	47	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	13	13	...	...	...	...	...	...	...	73	73	...	...	...	...	...	...	20
...	4	4	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	22
3	182	185	...	2	3	14	3	16	1	11	12	1	...	...	...	1	...	23
1	101	102	*1	...	1	4	5	4	1	6	7	*1	...	1	...	**2	...	24
...	224	224	...	...	...	...	...	...	3	88	91	...	...	...	1	...	1	25
14	3,113	3,127	†15	‡13	5	57	20	70	18	1,411	1,429	**2	††8	2	1	**4	††9	

* Not (a) passenger(s).
† Of these fourteen were not passengers.
‡ Of these four were not passengers.

**One of these was not a passenger.
††Of these two were not passengers.

Accidents to trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

Description.	Nizam's Guaranteed State.								
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	1	2	...	1	...	...	...	1
3. Collisions between goods trains or parts of goods trains.	1	4	5	...	3	...	...	...	3
4. Collisions between light engines ...	...	1	1	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	...	15	15	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	85	85	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	3	3	...	...	...	...	...	...
8 Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	619	619	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	...	...	...	...	...	...	...	...
11. Trains running through gates at level-crossings.	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
12 (a). The bursting of tubes, etc., of engines.	...	1	1	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	69	69	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	1	1	...	...	...	...	...	...
18. Ditto of couplings... ...	...	10	10	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	2	2	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	9	9	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	4	4	...	...	...	...	...	...
25. Other accidents	...	93	93	...	...	...	...	...	...
Total all classes ...	2	917	919	...	4	...	...	...	4

DIX 30—*contd.*

ended the 31st March 1919, as having occurred on the several railways open for traffic in *and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

NORTH WESTERN.									OUDH AND ROHILKHAND.									
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
3	1	4	...	...	...	3	...	3	...	4	4	...	...	...	...	...	...	2
8	30	38	...	15	3	5	3	20	2	...	2	...	2	1	1	1	3	3
4	9	13	...	...	1	4	1	4	...	...	...	...	...	...	...	...	...	4
14	8	22	1	12	2	2	3	14	...	1	1	...	...	...	...	...	...	5
4	171	175	...	...	...	...	...	...	1	4	5	...	1	...	...	...	1	6
...	5	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
1	...	1	4	8	...	...	4	8	...	...	...	...	...	...	...	...	...	8
...	540	540	...	...	...	...	...	...	...	162	162	...	...	...	...	...	...	9
6	8	14	...	*7	...	1	...	8	...	1	1	...	...	...	...	...	...	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	72	72	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...	12(a)
...	159	159	...	...	...	...	...	...	...	38	38	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
2	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	36	36	...	...	...	1	...	1	...	82	81	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	23	23	...	...	...	...	...	...	...	8	8	...	...	...	...	...	...	20
...	14	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
...	7	7	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	23
1	9	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
2	31	33	...	*2	...	...	...	*2	2	3	5	...	6	...	...	...	6	25
45	1,126	1,171	5	†44	6	16	11	60	5	311	316	...	9	1	1	1	10	

* Not passengers.
† Nine of these were not passengers.

Accidents to trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers.

Description.	South Indian.									
	Number of accidents reported to Local Governments under section 88 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	...	2	2	...	...	...	1	...	1
3. Collisions between goods trains or parts of goods trains.	...	1	1	...	...	...	...	...	...
4. Collisions between light engines ...	...	2	2	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	...	8	8	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	11	11	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	24	24	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	2	2	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	1,008	1,008	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	20	20	...	*3	...	...	...	3
11. Trains running through gates at level-crossings.	...	2	2	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
12 (a). The bursting of tubes, etc., of engines.	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	...	...	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	18	18	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	4	4	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	7	7	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	11	11	...	...	...	...	...	...
23. Fire in trains	...	63	63	...	1	...	...	...	1
24. Fire at stations, or involving injury to bridges or viaducts.	...	13	13	...	...	...	...	...	...
25. Other accidents	...	19	19	...	...	...	...	...	...
Total all classes	...	1,215	1,215	...	†4	...	1	...	5

* Not passengers.
† Of these three were not passengers.

DIX 30—*contd.*

ended the 31st March 1919, as having occurred on the several railways open for traffic *in and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

ASSAM-BENGAL.									BENGAL AND NORTH-WESTERN.									
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act Nor IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	1	1	...	9	...	1	...	10	4	3	7	...	...	...	...	...	1	2
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
...	18	18	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	6
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	101	101	...	...	...	...	...	...	...	154	154	...	...	...	...	...	...	9
...	5	5	...	...	...	...	...	...	1	1	2	...	3	...	...	...	...	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	12
...	7	7	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	12(a)
...	21	21	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	12	12	...	...	...	...	...	...	...	23	23	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
...	4	4	...	...	...	...	...	...	1	2	3	...	...	...	...	...	...	21
...	8	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
...	6	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
...	4	4	...	...	...	1	...	1	...	2	2	...	...	...	...	...	...	25
...	193	193	...	9	...	2	...	11	6	198	204	...	3	...	...	...	...	

Accidents *to* trains, rolling-stock, permanent-way, etc.; *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

Description.	Bengal Dooars.								
	Number of accidents reported to Local Governments under Section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	...	2	2	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	...	...	...	...	...	...	...	...	...
4. Collisions between light engines ...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	...	13	13	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	3	3	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	21	21	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	3	3	...	...	...	...	...	...
11. Trains running through gates at level-crossings.	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
12(*a*). The bursting of tubes, etc., of engines.	...	6	6	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	...	...	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	2	2	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...
23. Fire in trains...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	...	...	...	...	...	...	...	...
25. Other accidents	...	1	1	...	...	...	...	...	...
Total all classes ...	...	51	51	...	...	...	...	...	...

DIX 30—*contd.*

ended the 31st March 1919, as having occurred on the several railways open for traffic *in and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

Bhavnagar State.									Burma.								Number of headings.
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 92 of the Indian Railways Act No. IX of 1890.	Number of other accident.	Total number of accidents	Number of passengers and others		Number of servants.		Total all classes.		
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	2	...	2	1
...	1	1	...	...	...	...	...	...	2	1	3	...	...	...	3	...	4	2
...	...	...	...	...	...	...	...	...	...	17	17	...	...	...	1	...	1	3
...	...	...	...	...	...	...	...	...	...	6	6	...	...	...	1	...	1	4
...	1	1	...	...	...	...	...	...	6	...	6	...	...	...	1	...	1	5
...	6	6	...	...	...	...	...	...	...	36	36	...	...	...	...	...	...	6
...	...	...	...	...	...	...	...	...	3	63	66	...	...	...	2	...	2	7
...	...	...	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...	8
...	34	34	...	...	...	...	...	...	2	133	135	...	...	...	...	...	...	9
...	2	2	...	...	...	...	...	...	...	18	18	...	*4	...	...	...	*4	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	1	1	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	12(a)
...	10	10	...	...	...	...	...	...	...	33	33	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	1	1	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	17
...	1	1	...	...	...	...	...	...	...	42	42	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	20
...	...	...	...	...	...	...	...	...	7	15	22	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	8	8	...	...	...	...	...	...	22
...	1	1	...	...	...	...	...	...	...	96	96	...	...	...	...	...	...	23
...	1	1	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	24
...	2	2	...	...	...	...	...	...	...	121	121	...	...	...	3	...	3	25
...	61	61	...	...	...	...	...	...	21	612	633	...		...	13	...	†1	

* Not passengers.
† Of these 1 were not passengers

APPEN

Accidents to trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

Description.	Dibru-Sadiya.								
	Number of accidents reported to Local Governments under section 88 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains, and goods or mineral trains, engines, and vehicles standing foul of the line.	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	...	1	1	...	...	...	...	...	...
4 Collisions between light engines ...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	6	6	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	1	1	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	1	1	...	...	...	...	...	...
9 Trains running over cattle on the line.	...	8	8	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	...	...	...	...	...	...	...	...
11. Trains running through gates at level-crossings.	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines .	...	...	...	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines.	...	1	1	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	13	13	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels . . .	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	1	1	...	...	...	...	...	...
17. Ditto of brake apparatus .	...	...	...	...	...	...	...	...	...
18. Ditto of couplings . . .	...	3	3	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent way.	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments .	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	...	...	...	...	...	...	...	...
25. Other accidents	1	...	1	...	...	...	...	...	...
Total all classes ...	1	35	36	...	...	...	...	...	...

DIX 30—*contd.*

ended the 31st March 1915, *as having occurred on the several* railways open for traffic *in and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

GONDAL-PORBANDAR STATE.									JAMNAGAR.									
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
1	1	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
1	1	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
2	1	3	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	5
...	19	19	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
1	1	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	38	38	...	...	...	...	...	...	...	9	9	...	...	...	...	...	...	9
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	11	11	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	12(a)
...	24	24	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
2	1	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
2	1	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	24
1	1	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
11	104	115	...	...	...	...	...	...	...	13	13	...	...	...	...	...	...	

Accidents *to* **trains, rolling-stock, permanent-way, etc.,** *reported during the twelve months* **India,** *distinguishing the different classes of accidents and the number of* **passengers**

Description.	JODHPUR-BIKANER.									
	Number of accidents reported to Local Governments under section 88 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	1	...	1	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	3	...	3	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	...	2	2	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	18	...	18	1	...	...	...	1	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	12	12	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	1	1	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	1	385	386	...	*1	...	...	...	*1
10. Trains running over obstructions on the line.	...	5	5	...	...	...	...	...	...
11. Trains running through gates at level-crossings.	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines.	...	22	22	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	27	27	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	1	...	1	...	...	...	...	...	...
16. Ditto of axles	4	6	10	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	20	20	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	25	25	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	2	2	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...
23. Fire in trains.	...	3	3	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	1	...	1	...	...	...	...	...	...
25. Other accidents	1	56	57	...	...	...	...	...	...
Total all classes ...	30	566	596	1	*1	...	...	1	*1

* Not a passenger.

DIX 30—*contd.*

ended the 31st March 1919, as having occurred on the several railways open for traffic ***in and*** others, ***and of*** railway servants, killed ***or*** injured ***in each class of accident.***

JUNAGAD STATE.									MORVI.									
Number of accidents reported to Local Governments under section 88 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 88 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	1	...	1	2
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
1	...	1	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	5
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	6
...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
13	...	13	...	...	...	...	...	...	...	37	37	...	...	...	...	...	...	9
1	...	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
1	...	1	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	12(a)
...	...	...	...	...	...	...	...	...	...	11	11	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
1	...	1	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
1	...	1	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
2	...	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
21	...	21	...	...	...	...	...	...	...	66	66	...	...	...	1	...	1	

Accidents *to* trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

Description.	Mysore-Arsikere.									Rohilkund and Kumaon.						
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...
2. Collisions between passenger trains, and goods or mineral trains, engines, and vehicles standing foul of the line.	...	...	...	...	...	...	...	...	...	...	8	8	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	...	1	1	...	...	...	...	...	...	1	16	17	...	2	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	1	1	...	...	...	...	...	...	...	32	32	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	...	...	...	...	...	...	...	...	...	6	6	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...	...	7	7	...	...	...	...
9. Trains running over cattle on the line.	...	35	35	...	...	...	...	...	...	...	102	102	...	...	...	...
10. Trains running over obstructions on the line.	...	...	...	..	...	...	...	...	...	...	4	4	...	...	...	...
11. Trains running through gates at level-crossings.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines.	...	...	...	...	...	...	...	...	...	1	40	41	...	...	...	2
13. The failure of machinery, springs, etc., of engines.	...	1	1	...	...	...	...	...	...	...	30	30	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus . .	...	...	...	...	...	...	...	...	...	1	...	1	...	...	1	2
18. Ditto of couplings . . .	...	...	...	...	...	...	...	...	...	...	20	20	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails.	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...
21. The flooding of portions of permanent-way.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments .	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...
25. Other accidents . . .	...	...	...	...	...	...	...	...	...	...	12	12	...	...	...	...
Total all classes . .	...	39	39	...	...	...	...	...	...	3	280	283	...	2	1	4

DIX 30—*concld.*

ended the 31st March 1919, as having occurred on the several railways open for traffic ***in India, and*** others, ***and of*** railway servants, killed ***or*** injured ***in each class of accident.***

Total all classes.		UDAIPUR-CHITORGARH.								TOTAL. 2′ 6″ and 2′ 0″ GAUGES.								Number of headings.
		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents	Number of passengers and others.		Number of servants.		Total all classes.		
Killed.	Injured				Killed.	Injured.	Killed.	Injured.	Killed.	Injured				Killed.	Injured	Killed.	Injured.	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	8	4	12	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
...	2	...	...	...	...	...	...	...	...	...	65	75	140	...	...	...	2	...	2	5
...	...	...	...	...	...	...	...	...	...	...	7	87	94	...	...	...	...	...	...	6
...	...	...	...	...	...	...	...	...	...	...	3	11	14	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	...	1	4	5	...	...	...	...	...	...	8
...	...	...	23	23	...	...	...	...	...	...	1	77	78	...	...	...	...	...	...	9
...	...	...	...	...	...	...	...	...	...	...	14	13	27	*1	*2	...	...	1	2	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	2	...	...	...	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	12 (a)
...	...	...	2	2	...	...	...	...	...	...	...	67	67	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	...	...	...	4	4	8	...	...	...	...	...	...	16
1	2	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	17
...	...	...	...	...	...	...	...	...	...	...	14	29	43	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	...	1	4	5	...	...	...	...	...	...	20
...	...	...	...	...	...	...	...	...	...	...	1	1	2	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	...	3	6	9	...	...	...	2	...	2	22
...	...	...	...	...	...	...	...	...	...	...	1	25	26	...	...	...	...	...	...	23
...	...	...	...	...	...	...	...	...	...	...	...	7	7	...	...	1	...	1	...	24
...	...	...	...	...	...	...	...	...	...	...	6	8	14	*3	*4	...	...	3	4	25
1	6	...	25	25	...	...	...	...	...	...	130	432	562	*4	*6	1	4	5	10	

*Not a passenger (s).

Accidents to trains, rolling-stock, Permanent-way, etc., reported during the financial years distinguishing between the different classes of accidents and the number of passengers

Description.	Number of Accidents reported to local Governments under section 83 of the Indian Railways Act, No. IX of 1890, *i.e.*, serious accidents.		Number of other accidents.		Total number of accidents	
	1918-19.	1917-18.	1918-19.	1917-18.	1918-19.	1917-18.
1. Collisions between passenger trains or parts of passenger trains	3	2	9	2	12	4
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	33	22	40	34	73	56
3. Collisions between goods trains or parts of goods trains	20	13	196	206	216	219
4. Collisions between light engines	5	2	31	61	36	63
5. Passenger trains or parts of passenger trains leaving the rails	116	143	202	201	318	344
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	15	5	1,756	1,126	1,771	1,131
7. Trains or engines travelling in the wrong direction through points	8	4	208	150	216	154
8. Trains running into stations or sidings at too high a speed	2	1	62	52	64	53
9. Trains running over cattle on the line	25	11	7,182	6,798	7,207	6,809
10. Trains running over obstructions on the line	31	29	230	205	261	234
11. Trains running through gates at level-crossings	1	1	19	27	20	28
12. The bursting of boilers of engines	...	...	2	4	2	4
12 (*a*). The bursting of tubes, etc., of engines	2	1	505	432	507	433
13. The failure of machinery, springs, etc. of engines	1	...	1,232	913	1,233	913
14. The failure of tyres	1	1	4	11	5	12
15. Ditto of wheels	1	1	8	8	9	9
16. Ditto of axles	14	8	85	58	99	66
17. Ditto of brake apparatus	3	1	30	11	33	12
18. Ditto of couplings	23	21	2,075	1,813	2,098	1,834
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	2	1	2	1
20. Broken rails	1	3	244	311	245	314
21. The flooding of portions of permanent-way	15	43	73	171	88	214
22. Slips in cuttings or embankments	4	9	42	85	46	94
23. Fire in trains	15	5	476	388	491	393
24. Fire at stations, or involving injury to bridges or viaducts	8	1	173	113	181	114
25. Other accidents	21	31	1,032	946	1,053	977
Total	368	358	15,918	14,127	16,286	14,485

Mean mileage worked	36,744
Number of servants employed	685,965
Train-mileage of all descriptions	158,588,000
Number of passengers carried	459,732,000
Passenger-mileage	18,039,577,000
Per mean mile open—	
Train-mileage of all descriptions	4,316
Number of passengers carried	12,512
Passenger mileage	490,953
Total passengers—	
Killed per million of passengers	0·261
Injured per million of passengers	0·285
Killed per million of passenger-mile	0·001
Injured per million of passenger-miles	0·007

DIX 31.

1917-18 and 1918-19, as having occurred on all railways open for traffic in India, and others, and of railway servants, killed or injured in each class of accident.

Number of passengers and others.				Number of servants.				Total all classes.			
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.	
1918-19.	1917-18.	1918-19.	1917-18.	1918-19.	1917-18.	1918-19.	1917-18.	1918-19.	1917-18.	1918-19.	1917-18.
...	2	6	5	...	...	4	3	...	2	10	8
3	45	56	177	3	3	25	68	6	5	81	245
...	...	26	§6	6	3	20	42	6	3	43	50
...	...	...	...	1	...	14	13	1	...	14	13
2	¶3	14	††12	2	...	8	5	4	3	22	17
...	...	1	...	1	...	*7	3	1	...	8	3
...	...	*2	...	...	...	6	8	...	...	8	8
4	...	8	4	...	...	...	...	4	...	8	4
...	...	*1	...	...	...	...	2	...	...	1	2
†8	*14	‡27	‡‡36	1	6	18	11	9	20	45	47
*10	...	*2	...	...	...	...	...	10	...	2	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	4	4	...	...	4	4
...	...	...	...	...	...	...	1	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	1	...	1	1	...	...	1	1	1
...	...	...	...	1	...	2	...	1	...	2	...
...	...	...	3	...	6	6	9	...	6	6	12
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
2	...	*3	...	...	2	4	4	2	2	3	4
...	...	...	...	...	...	2	...	...	...	2	...
‖‖6	1	¶¶11	3	3	6	15	14	9	7	26	17
*5	*1	3	...	5	1	6	...	10	2	9	...
*3	4	***25	§35	...	2	12	19	3	6	37	54
†††43	**70	‖182	§§284	23	40	150	206	66	110	332	490

* Not (*a*) passenger (*s*).
† Of these seven were not passengers.
‡ Of these twenty-five were not passengers.
§ Of these five were not passengers.
‖ Of these fifty-one were not passengers.
¶ Of these one was not a passenger.
** Of these sixteen were not passengers.
†† Of these three were not passengers.
‡‡ Of these thirty-four were not pasengers.
§§ Of these forty-seven were not passengers.
‖‖ Of these five were not passengers.
¶¶ Of these two were not passengers.
** Of these sixteen were not passengers.
††† Of these thirty-one were not passengers.

APPENDIX 32.

No. 457 R. P. of 1913.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(RAILWAY BOARD.)

Simla, the 14th November 1913.

Terms on which the Government of India are prepared to consider offers for the construction by the Agency of private companies of branch lines forming feeders either to State lines worked by the State or to railways worked by companies.

RESOLUTION.—In supersession of all previous orders on the subject, the following information is published detailing the conditions on which the Government of India will be prepared to receive applications for the grant of financial assistance to companies formed to provide capital for the construction of such branch railways as Government may be prepared to entrust to companies. The terms offered have been made considerably more liberal in several respects.

2. No concession can be granted for the construction of a branch line until the line has been surveyed and detailed estimates of its cost and an adequate report on its traffic prospects have been prepared by an agency approved by the Government of India. When promoters are desirous that such a survey should be made an application should be submitted to the Railway Board in the form prescribed in memorandum B, attached.

3. The conditions on which concessions for the construction of branch lines will be granted are as follows:—

(*i*) The prospectus of the company to be formed for the purpose of providing capital for the line must be submitted to, and approved by, the Government of India before issue. The capital of the company must be expressed in rupees, and subscription must be invited only in India. The amount of capital to be raised will be subject to the approval of the Government of India and the construction of the line will not be begun until the Government of India are satisfied that capital sufficient to meet the estimated expenditure has been subscribed.

(*ii*) The railway shall be built according to plans and estimates approved by the Government of India, and must conform to the fixed and moving dimensions for the time being prescribed. The gauge of the line, the route followed, the situation of stations, and details of a similar character shall be subject to the approval of the Government.

(*iii*) All land in British Territory, which is, in the opinion of the Government of India, required for the construction of the line, will be provided free of charge, including land permanently or temporarily required for quarrying ballast, for brickfields, and similar purposes.

(*iv*) The results of existing surveys will be made available to persons applying for concession under these rules. In cases where this is considered advisable by the Railway Board, fresh surveys will be made at the request of promoters enquiring into the probable prospects of any projected line, on the understanding that no preferential claim to a concession for the construction of the line is thereby established. If permission be eventually given for the construction of any line, the cost of all surveys, whether special surveys or surveys previously made at the cost of or with the approval of Government, shall be included in the capital cost of the railway. The Government of India expressly disclaim all responsibility for the accuracy of any survey, plan, estimate, or other information supplied by them.

APPENDIX 32—*contd.*

(*v*) Electric telegraphs and telegraphic appliances will be supplied and maintained by the Government of India at the charges and on the conditions in force for the time being for similar services on State railways.

(*vi*) Railway materials for the construction of the branch line will be carried over railways owned and worked by the State at the special rates charged for similar materials belonging to State railways.

(*vii*) The Government of India will grant financial assistance to approved companies either in the shape of a guarantee of interest, or of a rebate to the branch line company from the net earnings of the main line from traffic interchanged with the branch. Assistance in the latter form can only be promised where the main line is worked by the State; but the Government of India will, in other cases, endeavour to arrange on behalf of the branch line company a similar agreement with the company working the parent line. A rebate and a guarantee of interest cannot be granted simultaneously in respect of the same branch line. In cases where the entire capital is raised by the issue of shares the following terms will apply :—

(*a*) *Guarantee of interest.*—The Government of India will be prepared to guarantee from the close of the period during which interest is payable out of capital interest at the rate of 3½ per cent per annum on the approved paid-up share capital of the company to the end of the financial year in respect of which the dividend is declared, subject to the condition that all surplus profits which may be earned by the company after paying interest on the paid-up share capital at the rate of 5 per cent shall be equally divided between the Government and the company. This guarantee, where given, will remain in force until the line is purchased by the Government. Any sums payable by the Government under the guarantee shall be payable in rupees.

(*b*) *Rebate.*—When the branch line connects with a railway owned and worked by the State, the Government of India will be prepared to allow the company in respect of and at the end of each financial year, by way of rebate, such a sum, not exceeding in any year the net earnings (exclusive of earnings derived from the carriage of revenue stores) from traffic interchanged between such State railway and the branch line as shall, together with the net earnings of the branch line, make up an amount equal to interest at the rate of 5 per cent per annum on the approved paid-up share capital of the company. This undertaking will be subject to the proviso that, when the net earnings of the company, without the assistance of a rebate, suffice to pay interest at a rate exceeding 5 per cent on the paid-up share capital, the surplus shall be divided equally between the Government and the company. The payment of rebate shall commence at the close of the period during which interest is payable from capital. Payments on account will, subject to subsequent adjustment, be permissible at the end of each half-year. For the purpose of calculating the rebate, the net earnings of the main line from traffic interchanged with the branch, will be assumed to bear the same proportion to the gross earnings of the main line from such traffic as the net earnings of the whole main line system, including the branch, bear to the gross earnings of the whole system.

(*viii*) (*a*) If, in the case of a concession granted under either of the conditions of the foregoing paragraph, it be intended by the branch line company to construct and work the branch line itself, the amount to be spent each year on working expenses will be subject to the approval and sanction of the Government of India.

(*b*) In such cases the Government of India may from time to time appoint any one person to be a Director of the branch line company who shall be *ex-officio* a member of all Committees appointed by the Board of Directors of the company or by the company in relation to the undertaking or any other matter connected therewith, and shall have power to exercise at his discretion an absolute veto in all proceedings of the Board of Directors and shall not be removable except by the Government of India, and may act by a Deputy appointed by the Government of India.

(*c*) If a branch line company, which has been granted financial assistance under clause *vii* (*a*) above and permitted to work the railway by its own agency, be guilty of any breach of contract or of gross mismanagement, or if the working expenses of the railway exceed the gross earnings for six consecutive

APPENDIX 32—*contd.*

half-years, the Government of India may at any time, after giving six months notice, assume the working of the railway by the State or any other agency. If the working of the line is so assumed, the terms of working will be fixed by Government.

(*ix*) Where the main line is a railway owned and worked by the State, the main line administration will, if it is so desired, work the branch line for a percentage of the gross earnings of the branch. When the branch and main line are of the same gauge this percentage will usually be that obtaining on the whole system, including the branch, from time to time, but will not in any case exceed 50 per cent of the gross earnings of the branch from all sources, and will include all charges on account of the use of the main line rolling-stocks, subject to the condition that the company shall, if and when required to do so during the continuance of the working contract, bear the capital portion of the cost as stated by Government of strengthening the permanent-way and bridges of the branch line to enable the rolling-stock for the time being of the working railway to be used on it without restriction. Where the gauges are not the same, special working terms will be fixed in each case. When the main line is not worked by State agency, the Government of India, if desired to do so by the branch line company, will endeavour to negotiate similar terms for working with the main line administration.

No capital expenditure by the branch line company shall be recognised, as between the Government of India and the company, unless the prior sanction of the Government of India to that expenditure has been obtained. The company shall have no power to increase its share or stock capital without the sanction of the Government of India or the Secretary of State, or to borrow money, otherwise than for purely temporary purposes, except on conditions to be specified by these authorities.

(*xi*) Any unexpended capital which the company may have shall be invested or deposited at interest in a manner to be approved by the Government of India and in the name of the company, not in that of the Managing Agents, and the return therefrom shall be treated as net earnings of the railway.

(*xii*) The branch line company, if so required, shall keep accounts in forms approved by the Government of India, and they shall supply, free of charge, all accounts required by the Government. The accounts will be subject to audit by officers appointed by the Government.

(*xiii*) Funds for the execution of new works chargeable to capital, which may be found to be necessary for the safety, economy, or efficiency of working after the branch railway has been opened to public traffic, shall be provided by the branch line company. Such works, and their cost shall, when the branch railway is worked by the main line administration, be agreed upon between the branch line company and the main line administration before they are undertaken; in the event of any difference of opinion as to the necessity for, or the cost of any such work, the matter shall be referred to the Railway Board, whose decision shall be final.

In the event of the branch line company failing to provide, after six months' notice, any additional capital for work required under this condition or conditions (*ii*) and (*iv*) above, the Government of India shall be at liberty to supply the necessary funds, and to carry out the work, and shall be entitled to receive from the sums payable to the branch line company, by way of net earnings or rebate, interest at 5 per cent (or any lower rate that it may in special cases agree to accept) on funds so applied.

(*xiv*) Subject to the law for the time being in force, payment out of capital will be sanctioned, during a period which may extend to the close of the half-year in which the railway shall have been opened throughout for public traffic, of such sums as, with the interim net earnings, shall be required to pay interest at a rate to be agreed upon on the paid-up capital of the company.

(*xv*) Such expenses on account of administration of the branch line company as the Government of India may sanction may be charged during construction to the capital account of the company, and with effect from the date on which the line is opened for traffic throughout will be charged as follows :—

(*a*) if the branch line company works its own line, as part of the working expenses of the line;

APPENDIX 32—*contd.*

(*b*) if the company's line is worked by the main line administration;

(1) when the net earnings do not suffice to pay interest at 5 per cent (or suffice to pay only 5 per cent) on the paid-up share capital of the company, as part of the working expenses to be met out of the stipulated percentage of the earnings of the branch taken by the working agency:

(2) when the net earnings exceed 5 per cent on the paid-up share capital of the company, as a first charge on surplus profits before division; provided that, if the surplus profits are insufficient to meet the administration charges, the balance will be paid by the working agency out of the stipulated percentage of the earnings of the branch taken by it.

(*xvi*) The rates and arrangements in force on State railways as regards services rendered to other departments of State shall apply to the branch line. The branch line company shall also be liable when called on to provide, at such stations as may be ordered by Government, buildings for post office and quarters for post office staff at a charge not exceeding 7½ per cent per annum on the capital cost of the said buildings and quarters.

(*xvii*) The Government of India reserve the right to fix and vary from time to time the classification of goods for tariff purposes and the maximum and minimum rates of each class of goods and for passengers. They also reserve a general right of control in respect of the number and timing of trains.

(*xviii*) During the first year after opening of the branch line, or part thereof, expenditure incurred on the maintenance of the line may be charged to capital.

(*xix*) Notwithstanding anything in the preceding clauses, expenditure due to extraordinary accidents and casualties, or to defects and their consequence in the construction of the line or in any part thereof shall be met by the branch line company, in addition to the percentage of earnings payable to the main line as working expenses, and shall be charged against the branch line net earnings, or against capital, according to circumstances, in accordance with the general usage on Indian railways.

(*xx*) All agreements for lines constructed under these terms shall include a special purchase clause permitting the Government of India to purchase the lines at any time, after giving one year's notice, in the following cases:—

(1) When the Government of India consider it desirable that the gauge of the branch line should be altered.

(2) When it is desired to convert the branch line into a line of through communication.

(3) When the Government of India desire to extend the branch line (without altering the gauge or making the line part of a through route), and the branch line company is unable or unwilling to supply the necessary capital for such extension.

In the event of a line being purchased under this clause, the price payable shall be 25 times the average net earnings (excluding payments on account of guarantee or rebate) during the three years preceding the purchase, or 115 per cent of the capital expenditure on the line, whichever may be the greater. All payments shall be made on a rupee basis.

(*xxi*) The agreements shall also include an ordinary purchase clause permitting the Government of India to purchase the lines at the expiry of 30 years from the date on which the railway was declared open for traffic or at subsequent intervals of 10 years, subject to the condition that at least one year's previous notice of the intention to purchase has been given. The price payable on purchase under this clause shall be 25 times the average net annual earnings (excluding payments on account of guarantee or rebate) during the three years preceding the purchase, subject to a maximum of 120 per cent and a minimum of 100 per cent of the capital expenditure on the line at the time of purchase. All payments shall be made on a rupee basis.

4. Applications for concessions under these orders should be submitted in the forms scribed by Memorandum A attached to this Resolution. Copies of the forms may be ined on application to the Secretary to the Railway Board. Requests from promoters

APPENDIX 32—*contd.*

for information as regards existing surveys, or for new surveys—*vide* paragraph 3 (*iv*)—should be addressed to the Secretary to the Railway Board. Applications for new surveys should contain the information required by Memorandum B hereto attached.

The Secretary to the Government of Madras, Public—Works Department, Railways.

The Secretaries to the Governments of Bombay, Bengal, Burma, the United Provinces of Agra and Oudh, the Punjab, and Bihar and Orissa, Public Works Department.

The Honourable the Resident at Hyderabad.

The Honourable the Resident in Mysore and Chief Commissioner, Coorg.

The Honourable the Chief Commissioners of the Central Provinces and Assam.

The Honourable the Agents to the Governor General for Rajputana, Central India and Baluchistan.

The Honourable the Agent to the Governor General and Chief Commissioner, North-West Frontier Province.

The Accountant General, Railways.

The Bombay, Bengal, Bengal National, Upper India, Punjab, Karachi, Madras, Burma, Chittagong, Southern India, and Indian Chambers of Commerce and the Indian Merchants' Chamber and Bureau.

ORDER.—Ordered that this Resolution be forwarded for information to the Local Governments and Administrations, to the officers and to the Chambers of Commerce noted in the margin.

Ordered also that the Resolution be published for general information in the *Gazette of India*.

T. RYAN,

Secretary, Railway Board.

Documents accompanying.

Enclosure No. I.—Memorandum A for the guidance of persons or syndicates desirous of submitting proposals for the construction of branch or feeder railways, with Form A and Appendix A.

Enclosure No. II.—Memorandum B for the guidance of persons or syndicates desirous of having surveys made for branch or feeder lines of railway by the Railway Board.

APPENDIX 32—*contd.*

Enclosure No. 1 (with Form A and Appendix A) to Government of India Resolution No. 457 R. P. of 1913.

MEMORANDUM A.

For the guidance of persons or syndicates desirous of submitting proposals for the construction of branch railways in India forming feeders either to State lines worked by State or to railways worked by Companies.

1. All applications for leave to construct a branch or feeder railway in any part of British India are to be addressed to the Secretary to the Railway Board.

2. All such applications shall be printed, and shall be drawn up, as far as may be in Form A attached hereto, and shall specify :—

(*a*) the company, person, or syndicate by whom the application is preferred ; the proposed amount of capital, the number of shares and the amount of each share;

(*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the railway is intended to be constructed, as well as the names of each civil division and district to be traversed by the proposed alignment ;

(*c*) the length, so far as known, of the proposed railway ;

(*d*) the gauge, the weight of rails, etc. ;

(*e*) motive power to be employed ;

(*f*) the maximum tolls, rates and fares proposed to be charged on the projected railway ;

(*g*) the proposals for working the railway when constructed ; and if any agreement is under contemplation, or has been provisionally arranged with any existing Railway Administration, under which the proposed line, when constructed, is to be leased out for working by such Railway Administration, the exact nature and terms of such agreement ;

(*h*) the charges proposed by the applicants for floating the branch company ;

(*i*) the charges proposed on account of the general administration of the branch company's affairs ;

(*j*) any further information that may be required to enable Government to thoroughly understand the scope of the proposals.

3. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed railway delineated thereon, so as to show its general course and direction, and also by an estimate, as correct as may be, of the works proposed to be authorised.

4. When the applicants draw up their own detailed plans and estimates, these documents are invariably to be prepared in strict accordance with the Rules for the preparation of railway projects issued under the authority of the Government of India, of which copies may be obtained on payment from the Superintendent of Government Printing, Calcutta.

5. If Government are prepared to entertain an application put forward in respect of a line that has already been surveyed, permission will be accorded on application to the Secretary to the Railway Board, to inspect at all reasonable hours, the detailed plans, sections, and estimates at the disposal of Government ; and copies of such plans, sections and estimates will be furnished on payment of the cost of copying.

6. But in regard to all such information, statistics, plans, sections, or estimates, which may be furnished, it is to be recognised that the information thus offered to any person interested in the matter, is simply the best information of the kind at the disposal of Government, and that Government cannot accept any responsibility whatever in regard to the accuracy of any of the documents.

APPENDIX 32—*contd.*

Form A.

To accompany all applications for leave to construct a branch or feeder railway in any part of British India.

	Nature of particulars to be specified.	Particulars.
1	The name of the Company, person or persons by whom the application is preferred; the proposed amount of capital, the number of shares, and the amount of each share.	
2	The termini, together with the names of all the principal towns from, in, through, or into, or near which the railway is intended to be constructed.	
3	The length, as far as known, of the proposed railway.	
4	The gauge proposed and weight of rails, etc.	
5	The motive power to be employed.	
6	The maximum tolls, rates, and fares intended to be charged on the proposed railway.	*Reference to an Appendix* (vide *Appendix A*) *may be here given if necessary.*
7	Details of any agreement which may have been provisionally arranged, or which it is desired to enter into, under which the proposed line, when constructed, is to be leased out for working to any existing Railway Administration.	
8	The charges proposed by the applicants for floating the branch company.	
9	The charges proposed on account of the general administration of the branch company's affairs.	
10	Any further information that may be required to enable the Government of India to thoroughly understand the scope of the proposals.	

APPENDIX 32—*contd.*

Appendix A.

Schedule of maximum and minimum rates and fares intended to be charged on the proposed branch railway.

Passengers fares—	Maximum. Pies per mile.	Minimum. Pies per mile.
1st class	...	...
2nd class	...	...
Intermediate class	...	...
3rd or lowest class	...	...

Carriages—	Maximum. Pies per mile.	Minimum. Pies per mile.
Single carriage	...	...

	Maximum. Pies per truck.	Minimum. Pies per truck.
Two or more carriages on one truck	...	...

Horses—	Maximum. Pies per mile.	Minimum. Pies per mile.
Single horse	...	...

Dogs—	Maximum. Pies per 50 miles or portion thereof.	Minimum. Pies per 50 miles or portion thereof.
Each	...	...

Parcels and luggage—

If it is proposed to adopt the rates approved by the Indian Railway Conference Association, it will be sufficient to state this fact; otherwise the rates proposed should be stated.

Goods rates—	Maximum. Pies per maund per mile.	Minimum. Pies per maund per mile.
5th class	...	...
4th „	...	...
3rd „	...	...
2nd „	...	...
1st „	...	...
Special Class	...	...
X class (Explosives, including dangerous goods)	...	...

APPENDIX 32—*concld.*

Enclosure No. II to Government of India Resolution No. 457 R.P. of 1913.

MEMORANDUM B.

Information to be supplied by persons or syndicates desirous of having surveys for branch or feeder lines of railway in India carried out at the cost of Government.

1. All such application shall specify—

(*a*) the company, person, or syndicate by whom the application is preferred;

(*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the survey is intended to be carried, as well as the names of each civil division and district to be traversed by the proposed alignment;

(*c*) the length, so far as known, of the proposed railway;

(*d*) the gauge and the motive power to be employed;

(*e*) the intentions of the applicants as to the construction and working of the railway. If it is intended that the working shall be leased to any existing Railway Administration, the nature of the contemplated agreement shall be specified.

2. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed survey delineated thereon, so as to show the general course and direction.

APPENDIX 33.

No. 969 R.P. of 1914.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(RAILWAY BOARD.)

Simla, the 13th March 1914.

Terms on which the Government of India are prepared to consider offers for the construction by the Agency of private companies of branch lines forming feeders either to State lines worked by the State or to railways worked by Companies.

READ—

Railway Department (Railway Board) Resolution No. 457 R.P., dated the 14th November 1913.

OBSERVATIONS.—It has been represented that it will facilitate the raising of capital for the construction of feeder railways under the Resolution cited above if a part of the required capital be provided on guarantee terms and the balance on rebate terms.

The Government of India have accordingly resolved to modify Resolution No. 457 R.P., dated the 14th November 1913, in order to permit of the capital required for feeder lines being raised in the manner proposed.

RESOLUTION.—*For* the sentence "A rebate and a guarantee of interest cannot be granted simultaneously in respect of the same branch line" in clause 3 (*vii*) of the Resolution of 1913, *substitute* the following :—

"A rebate and a guarantee of interest cannot be granted simultaneously in respect of the same capital; but capital may be raised for the same branch-line, partly under the guarantee system and partly under the rebate system."

After clause 3 (*vii*) (*b*) of the Resolution *add* the following new clause :—

"(*c*) *Combination guarantee and rebate terms.*—When the capital of a branch line has been raised partly on guarantee and partly on rebate terms, the Government of India will allow in respect of the share capital issued on the $\frac{\text{guarantee}}{\text{rebate}}$ system the amount (if any) which would have been due on such share capital from time to time had the entire capital been raised on $\frac{\text{guarantee}}{\text{rebate}}$ terms."

The Secretary to the Government of Madras, Public Works Department, Railways.
The Secretaries to the Governments of Bombay, Bengal, Burma, the United Provinces of Agra and Oudh, the Punjab and Bihar and Orissa, Public Works Department.
The Honourable the Resident at Hyderabad.
The Honourable the Resident in Mysore and Chief Commissioner, Coorg.
The Honourable the Chief Commissioners of the Central Provinces and Assam.
The Honourable the Agents to the Governor-General for Rajputana, Central India and Baluchistan.
The Honourable the Agent to the Governor-General and Chief Commissioner, North-West Frontier Province.
The Accountant General, Railways.
The Bombay, Bengal, Bengal National, Upper India, Punjab, Karachi, Madras, Burma, Chittagong, Southern India and Indian Chambers of Commerce and the Indian Merchants' Chamber and Bureau.

ORDER.—Ordered that this Resolution be forwarded for information to the Local Governments and Administrations, to the officers and to the Chambers of Commerce noted in the margin.

Ordered also that the Resolution be published for general information in the *Gazette of India*.

T. RYAN,
Secretary, Railway Board.

APPENDIX 34.

RESOLUTION NO. $\frac{1894}{86}$ P. OF 1915.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(RAILWAY BOARD.)

Simla, the 7th January 1915.

Grant of special concessions to Branch Line Companies formed for the construction of railways in Assam.

Observations.—The Government of India have recently had under their consideration the question of adopting further means to encourage the construction of feeder railways in the Province of Assam. It has been recognised that improved means of communication are essential if the material development of which that Province is capable, is to be brought about, but that, in the present partially developed state of large tracts, the immediate financial prospects of branch railways constructed in those tracts are less favourable than are the prospects of similar railways in other Provinces of India. In these circumstances the Government of India consider that in order to encourage the formation of companies for the construction of feeder railways in partially developed tracts in Assam some increased measure of financial assistance is required during the early years after the opening of such railways and before the country traversed has attained to that state of development to which the existence of a railway may be expected to conduce. The Government of India have therefore decided with the approval of His Majesty's Secretary of State in Council of India that the Assam Administration may in approved cases supplement the financial assistance by way of guarantee the grant of which at the charge of Imperial revenues is contemplated by the Government of India Resolution No. 457 R. P., dated the 14th November 1913.

Resolution.—In the case of branch line companies formed for the construction of railways in partially developed tracts in Assam the Government of India will be prepared, provided the conditions implied in the foregoing Observations are fulfilled, to sanction an arrangement by which, in addition to the Imperial guarantee of 3½ per cent contemplated in clause 3 (*VII*) (*a*) of their Resolution No. 457 R. P., dated 14th November 1913, the Assam Administration shall undertake for a fixed term of years to make good to the branch line company the sum necessary to increase the rate of dividend to 4½ per cent on the paid up capital of the company when its net earnings are insufficient to admit of the payment of a dividend at this rate. The period during which the Assam Administration will undertake this liability must depend on the circumstances of each individual case and the prospects of early development which it presents. In all other respects the orders for the time being in force regarding the formation of companies for the construction of feeder railways in other parts of India will apply to the formation of companies for a like purpose in the province of Assam.

ORDER.—Ordered that this Resolution be forwarded for information to the Government of Assam and that the same be published for general information in the *Gazette of India*.

T. RYAN,

Secretary, Railway Board.

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